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2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1914. Presented by Hon. Mr. White, February 9, 1915 .. .. ..*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1916. Presented by Hon. Mr. White, February 8, 1915.
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5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1915. Presented by Hon. Mr. White, March 27, 1915.
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5*a*. Further Supplementary Estimates for year ending 31st March, 1916. Presented by Hon. Mr. White, March 31, 1915.. .. ..*Printed for distribution and sessional papers.*

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6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on 31st December, 1914. Presented by Hon. Mr. White, February 9, 1915.
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7. Report on certified cheques, dividends, unclaimed balances and drafts or bills of exchange remaining unpaid in Chartered Banks of the Dominion of Canada, forfi ve years and upwards prior to 31st December, 1913. Presented by Hon. Mr. White, April 10, 1915.
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8. Report of Superintendent of Insurance for year 1914. Presented by Hon. Mr. White, 1915.
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9. Abstract of Statement of Insurance Companies in Canada for year ended 31st December, 1914. Presented by Hon. Mr. White, 1914.
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10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part I.—Canadian Trade. Presented by Sir George Foster, 8th February, 1915.
Printed for distribution and sessional papers.

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10*a*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States. Presented by Sir George Foster, 8th February, 1915.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part III.—Canadian Trade with foreign countries (except France, Germany, the United Kingdom, and United States.) Presented by Sir George Foster, 8th February, 1915... .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1914, (Part IV, Miscellaneous Information.) Presented by Sir George Foster, March 27, 1915.. .. .., ...*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commissioners for Canada. Presented by Sir George Foster, 1914... .. ..*Printed for distribution and sessional papers.*

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10*e*. Report of the Department of Trade and Commerce for the fiscal year ending 31st March, 1914. Part VI.—Subsidized Steamship Services, with statistics showing steamship traffic to 31st December, 1914, and Estimates for the fiscal year 1915-16. Presented by Sir George Foster, 1915.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1914. (Part VII.—Trade of Foreign Countries, Treaties and Conventions.) Presented by Sir George Foster, 1915... .. ..*Printed for distribution and sessional papers.*

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15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1914. Presented by Hon. Mr. Burrell, February 8, 1915.
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15*b*. Report of the Veterinary Director General for the year ending 31st March, 1915. Presented by Hon. Mr. Burrell, 1915.. .. ..*Printed for distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms for the years ending 31st March, 1914. Presented by Hon. Mr. Burrell, March 1, 1915.
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17. Criminal Statistics for the year ended 30th September, 1913. (Appendix to the Report of the Minister of Trade and Commerce for the year 1913.) Presented by Sir George Foster, 1915.. .. ..*Printed for distribution and sessional papers.*

18. Return of By-elections for the House of Commons of Canada, held during the year 1914. Presented by Hon. Mr. Speaker, March 12, 1915.
Printed for distribution and sessional papers.

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19. Report of the Minister of Public Works on the works under his control for the fiscal year ended 31st March, 1914, Volume I. Presented by Hon. Mr. Rogers, February 8, 1915.
Printed for distribution and sessional papers.

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20. Annual Report of the Department of Railways and Canals, for the fiscal period from 1st April, 1913, to 31st March, 1914. Presented by Hon. Mr. Cochrane, March 12.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1914. Presented by Hon. Mr. Cochrane, 9th April, 1915.. .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 12, 1915.
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20*c*. Ninth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1914. Presented by Hon. Mr. Cochrane, February 8, 1915.
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20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 17, 1915.
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20*e*. Express Statistics of the Dominion of Canada for year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, 1915.. .. ..*Printed for distribution nad sessional papers.*

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 17, 1915.
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21*b*. Report and evidence in connection with the Royal Commission appointed to investigate the disaster of the *Empress of Ireland*. Presented by Hon. Mr. Hazen, 1914.
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22. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada on 31st December, 1914. Presented by Hon. Mr. Hazen, 1915... .. ..*Printed for distribution and sessional papers.*

23. Supplement to the Forty-seventh Annual Report of the Department of Marine and Fisheries for the fiscal year 1913-14—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, March 3, 1915.. .. ..*Printed for distribution and sessional papers.*

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25c. Report of progress of stream measurements for calendar year of 1914. Presented by Hon. Mr. Roche, 1914.. .. ..*Printed for distribution and sessional papers.*

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25f. Report of the British Columbia Hydrographic Survey for the calendar year 1913. Presented by Hon. Mr. Burrell, 1915.. ...*Printed for distribution and sessional papers.*

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26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1913. Presented, 1915.. .. ..*Printed for distribution and sessional papers.*

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28. Report of the Royal Northwest Mounted Police, 1914. Presented by Hon. Sir Robert Borden, 8th February, 1915 .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for the year ended 31st March, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.
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29b. Report of the work of the Public Archives for the year 1913. Presented, 1915.
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30. The Civil Service List of Canada, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.. .. ..*Printed for distribution and sessional papers.*

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31. Sixth Annual Report of the Civil Service Commission of Canada for the year ended 31st August, 1914. Presented by Hon. Mr. Coderre, 19th March, 1915.
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32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1914. Presented by Hon. Mr. Coderre, 6th April, 1915
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33. Report of the Secretary of State for External Affairs for the year ended 31st March, 1914. Presented by Sir Robert Borden, 18th February, 1915.
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34. Report of the Minister of Justice as to Penetentiaries of Canada, for the fiscal year ended 31st March, 1914. Presented, 1915.. .. .. ..*Printed for distribution and sessional papers.*

35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Hughes, 10th February, 1915.
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36. Report of the Department of Labour for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Crothers, 8th February, 1915.
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36a. Seventh Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Crothers, 8th February, 1915.
Printed for distribution and sessional papers.

37. Tenth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended 31st March, 1914. Presented by Hon. Mr. Cochrane, 8th February, 1915.
Printed for distribution and sessional papers.

37a. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ended 31st December, 1914. Presented by Hon. Mr. Cochrane, 15th February, 1915.. .. .. .

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45. Return to an Order of the House of the 20th April, 1914, for a copy of all letters, papers, tenders and other documents in regard to the purchase of any cars for the Intercolonial Railway during the years 1912 and 1913. Presented 9th February, 1915.—*Mr. Macdonald*.. .. .. .

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of convicts; dates of conviction; crime of which convicted; sentences passed; by whom sentenced; sentences commuted, and if so, to what. 3. For a return showing all persons in Canada, and each province, convicted during the above mentioned period of murder whose sentences have been mitigated, or who have received a free pardon, together with a statement of the offences of which they were severally convicted, with the name of convicts; dates of conviction; nature of offence; sentences; and extent of mitigation of sentences and dates. 4. For a return of instances, during the above mentioned period, in which appeal has been made on behalf of the persons convicted of capital offences to His Excellency, the Governor in Council, for the exercise of the Royal Prerogative of pardon, or mitigation of sentences, with the name of convicts; dates of conviction and place; crime of which convicted; sentences; dates of appeal; and the result. Presented 9th February, 1915.—*Mr. Wilson (Laval)*.. ..*Not printed.*

54. General Rules and Orders of the Exchequer Court of Canada made, respectively, on the 23rd September, 1914, and the 18th June, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.. .. ..*Not printed.*

54*a*. General Rules and Orders of the Exchequer Court of Canada made on the 15th February, 1915. Presented by Hon. Mr. Coderre, 16th March, 1915... .. ..*Not printed.*

55. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1914. Presented by Hon. Mr. Coderre, 9th February, 1915... .. ..*Not printed.*

56. Return to an Order of the House of the 18th May, 1914, for a return showing the details of moneys paid to J. F. Farrington, $248.25; B. H. Smith, $469.50, and H. C. Dash, $182.40, as set forth in *Hansard* of this session, page 3071. Presented 9th February, 1915.—*Mr. McLean (Halifax)*... .. ..*Not printed.*

57. Return to an Order of the House of the 16th March, 1914, for a copy of instruction sent to Mr. Wm. Flynn, advocate, to hold investigations into charges made against employees of the Department of Marine and Fisheries in Bonaventure County, and reports made by him in such investigations. Presented 9th February, 1915.—*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

58. Return to an Order of the House of the 27th April, 1914, for a copy of all documents bearing upon the application made to the Department of Marine and Fisheries for the dismissal of Ulric Dion, lightkeeper at St. Charles de Caplan, Quebec, and the appointment of Omer Arsenault in his place, and on the action taken by the Department in that connection. Presented 9th February, 1915.—*Mr. Marcil (Bonaventure)*.
Not printed.

59. Return to an Order of the House of the 9th February, 1914, for a copy of all agreements made and entered into between the Department of Marine and Fisheries or the Government and Railway and Express Companies, including the Intercolonial Railway, relating to the transportation of fresh fish by fast freight or express, since the year 1906; also a copy of all guarantees given to railway and express companies by the Government or any Department thereof, relating to such transportation, together with a statement of all disbursements made by the Department of Marine and Fisheries each year under the terms of such agreements or guarantees, distinguishing between disbursements made on account of fast freight and disbursements made on account of express shipments; also the number of refrigerator cars, subject to guarantee, by Department of Marine and Fisheries, forwarded by fast freight from Mulgrave or Halifax to Montreal, each calendar year since 1906, and the number of tons of freight carried by such cars each year. Also the number of refrigerator express cars forwarded from said points, Mulgrave and Halifax to Montreal, up to December 31, 1913, under the terms of an agreement made since 1911, between the Department of Marine and Fisheries and the railway or express companies or both. Also the number of tons of fresh fish carried by express companies, prior to December 31, 1913, under the last mentioned agreement; and the amount paid up to December 31, 1913, by the Department of Marine and Fisheries, under the last mentioned agreement. Also the number of tons of fresh fish carried by express companies from Mulgrave and Halifax to points west since 1906, on which the Government paid one-third, but not under the terms of the said agreement made as aforesaid, since 1911. Presented 9th February, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

60. Return to an Order of the House of the 20th April, 1914, for a return showing all the post offices in the several counties in the province of Nova Scotia for which a rent allowance, or a fuel fund, and light allowance is made, specifying the amount of such allowance in each case. Presented 9th February, 1914.—*Mr. Chisholm (Antigonish)*.
Not printed.

61. Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, letters, telegrams, etc., in the year 1913, relating to the carrying of the mails between Grand River Falls and Grand River, county of Richmond, and the awarding of the contract to Malcolm McCuspic. Presented 9th February, 1915.—*Mr. Kyte.*
....*Not printed.*

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62. Return to an Order of the House of the 11th May, 1914, for a copy of all letters, telegrams, correspondence and memorials since the 1st day of November, 1911, relating to the post office at Johnstown, Richmond County, N.S., and to complaints against the present postmaster and recommendations for his dismissal. Presented 9th February, 1915.—*Mr. Kyte*.....*Not printed.*

63. Return to an Order of the House of the 20th April, 1914, for a copy of all papers, petitions, letters and telegrams concerning the change of site of the post office at St. Lazare Village, county of Beauharnois, Que. Presented 9th February, 1915.—*Mr. Lemieux*.....*Not printed.*

64. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1914-15. Presented by Hon. Mr. White, 9th February, 1915.
Not printed.

65. Statement of expenditure on account of "Miscellaneous Unforeseen Expenses," from the 18th August, 1914, to the 4th February, 1915, in accordance with the Appropriation Act of 1914. Presented by Hon. Mr. White, 9th February, 1915.....*Not printed.*

66. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1914, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, 9th February, 1915.....*Not printed.*

67. Statement of receipts and expenditures of the Ottawa Improvement Commission to 31st March, 1914. Presented by Hon. Mr. White, 9th February, 1915.....*Not printed.*

68. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1914. Presented by Hon. Mr. White, 9th February, 1915.....*Not printed.*

69. Account of the average number of men employed on the Dominion Police Force during each month of the year 1914, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, 10th February, 1915.....*Not printed.*

70. Return to an Order of the Senate, dated the 16th January, 1913, calling for copy of the plans, reports, soundings, and other germane information respecting the ports of Churchill and Fort Nelson, so far as the Department of Railways and Canals is concerned.—(*Senate*).....*Not printed.*

71. Return to an Order of the Senate, dated the 29th April, 1914, showing:—1. Titles of all books, pamphlets and other printed papers issued by the King's Printer during the year ending on the 31st of March, 1914. 2. The number of each of such books, pamphlets and papers printed during such year, and the number distributed, with the dates of distribution. 3. The number of pages in each. 4. The cost of each. 5. The authority for the printing and issuing of each of such books, pamphlets and papers.—(*Senate*).....*Not printed.*

72. Return to an Order of the Senate dated the 30th April, 1914, for the production of all proposals submitted to the Government for the construction of the Montreal, Ottawa and Georgian Bay Canal and all the correspondence relating thereto.—(*Senate*).
Not printed.

72*a*. Return to an Order of the House of the 11th February, 1915, for a copy of all petitions and memoranda from commercial bodies or other parties in relation to the immediate construction of the Georgian Bay Canal, and of all correspondence in connection with the same since 21st September, 1911. Presented 4th March, 1915.—*Sir Wilfrid Laurier*.
Not printed.

73. Copies of general orders promulgated to the militia for the period between 25th November, 1913, and 24th December, 1914.—(*Senate*).....*Not printed.*

74. Copy of correspondence respecting the control of the exportation of nickel. Presented by Sir Robert Borden, 11th February, 1915.....*Not printed.*

75. Memorandum respecting work of the Department of Militia and Defence—European War, 1914-15. Presented by Hon. Mr. Hughes, 11th February, 1915.....*Not printed.*

76. Return to an Order of the House of the 6th April, 1914, for a copy of all correspondence, letters, telegrams, complaints and documents of all kinds received by the Department of Trade and Commerce during the years 1913-14, with respect to the Pictou-Mulgrave-Cheticamp steamship route. Presented 11th February, 1915.—*Mr. Chisholm* (*Inverness*).....*Not printed.*

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77. Return to an Order of the House of the 8th June, 1914, for a copy of all documents bearing on an application or applications made to the Superintendent General of Indian Affairs or the Department, on an amendment to the Indian Act to facilitate the sale of the Indian Reserve of Restigouche, Que., or on the acquiring otherwise of any portion or the whole of the said reserve for industrial or other purposes, and any answers given thereto. Presented 11th February, 1915.—*Mr. Marcil (Bonaventure).*
Not printed.

78. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the sailors who have been employed on the *Eureka* during the years 1910, 1911, 1912 and 1913. Presented 12th February, 1915.—*Mr. Boulay*.. .. .. ..*Not printed.*

79. Return to an Order of the House of the 15th April, 1914, for a return showing the total bond issue of the Canadian Northern Railway Company and its affiliated companies; and the total cost to date of the construction of the lines of railways comprising the Canadian Northern Railway system, including terminals, sidings, etc. Presented 12th February, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

80. Return to an Order of the House of the 18th May, 1914, for a copy of all papers, documents, reports and evidence relative to the dismissal or proposed dismissal of W. A. Case of the Government Quarantine Service at Halifax, N.S. Presented 12th February, 1915.—*Mr. McLean (Halifax)* .. ..*Not printed.*

81. Return to an Order of the House of the 26th February, 1914, for a return showing:—1. The freight rates charged during the years 1912 and 1913, on wheat from Canadian ports to ports in the United Kingdom by the Canadian Pacific Railway Company's Steamship Lines, the Allan Steamship Line and the Canadian Northern Railway Company's Steamship Lines. 2. The profits made by the freight boats of the said several lines which carried wheat alone or with other freight. Presented 12th February, 1915. —*Sir James Aikins*.. .. ..*Not printed.*

82. Return to an Order of the House of the 16th February, 1914, for a copy of all reports, requests, petitions, memorials, letters, telegrams and other correspondence and documents relating to the removal, suspension or dismissal, by the management of the Intercolonial Railway, of Warren Carter and Frederick Avard, employees in the freight department of the Intercolonial Railway at Sackville, N.B.; and of all letters, telegrams and other correspondence in the Department of Railways and Canals, or in the railway offices at Moncton, or in any Department of Government, addressed to the Minister of Railways and Canals, or to any other member of the Government, or to any official of the Department of Railways and Canals, or of the Intercolonial Railway, by any person or persons in the county of Westmorland, N.B., in any manner relating to said employees and to the dispensing with their services, particularly of any letters sent to F. P. Brady, General Superintendent of the Intercolonial, by any party or parties in Sackville, N.B., or elsewhere, and of all replies to any such letters, correspondence or documents. Presented 12th February, 1915.—*Mr. Emmerson.*
Not printed.

83. Return to an Order of the House of the 23rd March, 1914, for a return showing:—1. What investigations and other work have been entrusted by the Government, or any Department thereof, to G. Howard Ferguson, member for the electoral division of the county of Grenville in the Legislative Assembly of the province of Ontario. 2. How much the said G. Howard Ferguson has been paid by the Government, or any Department thereof, for fees and disbursements since the 21st of September, 1911, and how much is still due and owing to him. 3. How much has been paid to the said G. Howard Ferguson by the Government or any Department thereof, since the 21st September, 1911, in connection with any other matter whatever. Presented 12th February, 1915.—*Mr. Proulx*.. .. ..*Not printed.*

84. Further Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between 10th October, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented 12th February, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

84*a*. Further Supplementary Return to an Order of the House of the 30th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented 12th February, 1915.—*Mr. Thornton.*
Not printed.

CONTENTS OF VOLUME 28—*Continued.*

85. Partial Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 12th February, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*a*. Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 4th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*b*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 5th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*c*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 12th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*d*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 7th April, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

86. Further Supplementary Return to an Order of the House of the 18th February, 1914, for a copy of all charges, complaints, memorials, correspondence and telegrams, not already produced, relating to officials in any department of the Government since 10th October, 1911, the number of officials dismissed, reports of investigations held in respect of such charges, items of expenditure and costs of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the province of Prince Edward Island. Presented 12th February, 1915.—*Mr. Hughes (Kings, P.E.I.)*

Not printed.

87. Partial Return to an Order of the House of the 18th May, 1914, for a return showing in all cases in which Charles Seager, of Goderich, acted as Government Commissioner in the investigation of officials charged with partizanship, or other offences, from and including the year 1896 to the year 1900; and the names of all officials dismissed by reason of the reports of the said Charles Seager, the positions held by such officials, and when such dismissals took place; with a copy of the evidence taken in all such cases, together with the commissioners reports thereon, and also showing what fees were paid to the said Charles Seager for conducting such investigations. Presented 12th February, 1915.—*Mr. Clark (Bruce)*.. .. ..*Not printed.*

88. Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, letters, telegrams, complaints and of all other documents in any way referring to the operation of the salmon hatchery at North East Margaree, and the fish pond at Margaree Harbour from 1911 to date. Presented 15th February, 1915.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

89. Return to an Address to His Royal Highness the Governor General of the 11th May, 1914, for a copy of all letters, telegrams, Orders in Council, contracts, tenders, papers and other documents in possession of the Department of Public Works, and of the Department of Militia and Defence, relating to the construction of an armoury at Amherst, N.S. Presented 15th February, 1915.—*Mr. Sinclair*... .. ..*Not printed.*

90. Letters of the Honourable Louis P. Pelletier, M.P., and the Honourable Wilfrid B. Nantel, M.P., resigning their positions as Postmaster General and Minister of Inland Revenue, respectively, and letters of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, 15th February, 1915.. .. ..*Not printd.*

CONTENTS OF VOLUME 28—*Continued.*

91. Report of Board of Officers on boots supplied to the Canadian Expeditionary Force. Presented by Hon. Mr. Hughes, 15th February, 1915.. .. ..*Not printed.*

92. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 16th February, 1915.. .. ..*Not printed.*

93. Report on "The Agricultural Instruction Act," 1913-14, pursuant to Section 8 of the above named Act. Presented by Hon. Mr. Burrell, 16th February, 1915.
Printed for sessional papers only.

93*a*. Supplementary Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all arrangements made between the Government and the various provinces under the Agricultural Instruction Act. Presented 19th February, 1915.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

93*b*. Return to an Order of the House of the 20th April, 1914, for a copy of all documents, correspondence, letters, petitions, reports, etc., exchanged between Dr. C. C. James, Mr. J. C. Chapais and each of the Provincial Ministers of Agriculture, in connection with the distribution and the administration of the federal subsidy granted to the provinces for agricultural purposes since the granting of same. Presented 23rd February, 1915. —*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

94. Return to an Order of the House of the 11th February, 1914, for a copy of all telegrams, correspondence, instructions, recommendations, and other documents that passed between the Shellfish Fishery Commission of 1913, and the Department of Marine and Fisheries, from the date of the appointment of said Commission to 31st December, 1913, excluding such documents as have been printed in the published report of said Commission. Presented 16th February, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

95. Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, tenders, telegrams, complaints and of all other documents in any way referring to the collecting of spawn for the Margaree Lobster Hatchery during the years 1911-12, 1912-13 and 1913-14. Presented 16th February, 1915.—*Mr. Chisholm (Inverness)*.
Not printed.

96. Return to an Order of the House of the 10th February, 1915, for a return showing the amount of coal imported into Alberta, Saskatchewan and Manitoba, respectively, from the United States during the year 1914; also the amount of duty collected in each of the said provinces during the same year. Presented 16th February, 1915.—*Mr. Buchanan*.. .. ..*Not printed.*

97. Copy of the Eighth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st Degree of West Lngitude. Presented by Hon. Mr. Roche, 18th February, 1915.. .. ..*Not printed.*

98. Return to an Order of the House of the 20th April, 1914, for a copy of the agreement between the Government of Canada and the Canadian Pacific Railway Company at the time the special land grant was made whereby the Canadian Pacific Railway Company were enabled to get their land grant in one block for the purpose of establishing their present irrigation system east of Calgary, province of Alberta. Presented 18th February, 1915.—*Mr. Burnham*.. .. ..*Not printed.*

99. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, telegrams and other documents in connection with the sale of any timber on Parry Island, Parry Sound District, and of advertisements, agreements for purchase and any other documents connected with such sale or grant of timber to any person or persons. Presented 18th February, 1915.—*Mr. Arthurs*.. .. ..*Not rpinted.*

100. Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. Larivière, Dominion Lands Agent at Girouard; the date of his appointment and of dismissal and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary. Presented 18th February, 1915.—*Mr. Oliver*.. .. ..*Not printed.*

101. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 18th February, 1915.. .. ..*Not printed.*

102. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (21st January, 1914) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, 18th February, 1915.. .. ..*Not printed.*

CONTENTS OF VOLUME 28 —*Continued.*

103. Return to an Order of the House of the 9th February, 1914, for a copy of all petitions, memorials, letters, telegrams, papers, and documents received by any department of the Government of Canada, or any Minister of the Crown from any company, corporation, person or persons, requesting the removal of any customs duties upon wheat or wheat products entering Canada, or protesting against any diminution or removal of such custom's duties, and any replies thereto. Presented 18th February, 1915.—*Mr. Maclean (Halifax)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

112. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, minutes of investigation and other documents relating to the dismissal of James Brennan, fireman Intercolonial Railway at Stellarton. Presented 25th February, 1915.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

120. Return to an Order of the House of the 15th February, 1915, for a return showing whether any exportations of food-stuffs have been made since 1st August last, to European countries, other than the United Kingdom, France and Belgium, and if so, their nature and what countries. Presented 25th February, 1915.—*Mr. Cockshutt.*
Not printed.

121. Return to an Order of the House of the 11th February, 1915, for a copy of the petition, papers, documents and letters in connection with the incorporation of the Dominion Trust Company, incorporated by Special Act of the Parliament of Canada in 1912, being Chapter 89 of 2 George V. Presented 25th February, 1915.—*Mr. Proulx.*
Not printed.

121*a*. Return to an Order of the House of the 11th February, 1915, for a copy of all the correspondence exchanged between the Department of Justice and the Government of the province of British Columbia, or any of its members, with regard to a certain Act passed by the Legislature of the said province in 1913, being Chapter 89 of 2 George V., entitled: "An Act respecting the Dominion Trust Company." Presented 4th March, 1915. *Mr. Proulx*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

128*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 11th April, 1914, and 10th December, 1914, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia. Presented by Hon. Mr. Roche, 12th March, 1915... .. .. ..

CONTENTS OF VOLUME 28—*Continued.*

139*a*. Return to an Order of the House of the 24th February, 1915, for a copy of all letters, papers and documents relating to the dismissal of the following officers in Shelburne County, N.S.: Wm. L. Smith, lightkeeper, Baccaro, N.S.; J. A. Archibald, harbour master, Lower Wood Harbour, and J. C. Morrison, harbour master, Shelburne, N.S. Presented 16th March, 1915.—*Mr. Law*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

150. Return to an Order of the House, of the 11th February, 1915, for a return showing the names and addresses of all persons in Antigonish County to whom the bounty under the Fenian Raid Volunteer Bounty Act has been paid; the names and addresses of all persons from said county whose applications have been rejected, and a list giving names and addresses of all applications from said county whose applications have not yet been disposed of. Presented 8th March, 1915.—*Mr. Chisholm (Antigonish).*
Not printed.

151. Return to an Order of the House, of the 3rd March, 1915, for a return showing:—1. Who were the different officers commissioned to the 17th Nova Scotia Regiment at Valcartier before they sailed for England? 2. Who are now the commissioned officers of said regiment. Presented 8th March, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

152. Return to an Order of the House, of the 9th February, 1915, for a copy of all accounts of the transfer of the storm signal at Shippigan, N.B., from its former position on land to the public wharf, showing the total cost of said transfer during the months of October and November in 1911. Presented 8th March, 1915.—*Mr. Turgeon.*
Not printed.

153. Return to an Order of the House, of the 4th May, 1914, for a copy of all correspondence, telegrams, petitions, including the signatures of such petitions, and all other documents and papers in the possession of the Department of Trade and Commerce, or the minister of said department, or in the possession of the Prime Minister, relating to any application made between 1st November, 1913, and date hereof by parties in Nova Scotia asking for Government assistance towards the transportation of fresh fish between ports in Nova Scotia and the United States. Presented 9th March, 1915.—*Mr. Sinclair.*
Not printed.

154. Statement of Mr. H. C. Crowell, staff correspondent of the Halifax *Chronicle*, and correspondence in connection with statements appearing in the press referring to alleged ill-treatment of the 17th Regiment of Nova Scotia, at Salisbury Plains. Presented by Sir Robert Borden, 9th March, 1915.. .. ..*Not printed.*

155. Return to an Order of the House, of the 3rd March, 1915, for a return showing:—1. The estimated cost of fitting up the works of the Canadian Car and Foundry Company, Limited, at Amherst, N.S., for military purposes. 2. The rent or other remuneration being paid, or will be paid, this company for the use of its buildings. 3. Who are to supply the military provisions, including food for men, coal for heating and cooking, and food and other supplies for horses quartered on these premises, and at what prices. 4. Whether it is true that forms for tendering for such military supplies could only be obtained from the office of the sitting member for Cumberland County, and in several cases forms of tender were refused to applicants. 5. Whether the Government is aware that in the case of the supplying of hay, as alleged, not only Liberals were not allowed to tender for same, but supporters of the Government were informed they would not secure any part of the contract, if any of the hay to be supplied was to be purchased from a Liberal. Presented 11th March, 1915.—*Mr. Copp*.. .. .. ..*Not printed.*

156. Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence of the Imperial authorities on the subject of loans from the Imperial Treasury to the Canadian Government. Presented 11th March, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

157. Return to an Order of the House of the 3rd March, 1915, for a copy of all correspondence, recommendations, letters and telegrams relating to the appointment of H. W. Ingraham as Assistant Registrar of Alien Enemies at Sdyney, N.S., and to his dismissal from the said office. Presented 12th March, 1915.—*Mr. Kyte*.. .. ..*Not printed.*

158. Return to an Address to His Royal Highness the Governor General of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government or any department thereof referring to said submarines. Presented 12th March, 1915.—*Mr. Pugsley* .. ..*Printed for distribution only.*

158*a*. Supplementary Return to an Address to His Royal Highness the Governor General, of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government or any department thereof referring to said submarines. Presented 15th March, 1915.—*Mr. Pugsley.*
Printed for distribution only.

CONTENTS OF VOLUME 28—*Continued.*

158*b*. Further Supplementary Return to an Address to His Royal Highness the Governor General, of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government, or any department thereof, referring to said submarines. Presented 24th March, 1915.—*Mr. Pugsley.*
Printed for distribution only.

159. Return to an Order of the House of the 19th February, 1915, for a copy of all correspondence, telegrams, petitions, letters and all other documents in any way referring to the dismissal of Mr. Mallet, captain of the life-boat in the life-saving station at Cheticamp, and the appointment of his successor. Presented 12th March, 1915.—*Mr. Chisholm (Antigonish)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

170. Return to an Order of the House of the 11th February, 1915, for a copy of all petitions, letters, telegrams and correspondence regarding a proposed daily mail service between Lower South River and South Side Harbour, Antigonish County, and improved postal accommodation for the residents of the last-named district. Presented 17th March, 1915.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

171. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, documents, telegrams, recommendations, petitions and other papers received by the Post Office Department since 1st January, 1914, relating to the contract for carrying the mails between Guysborough and Canso, N.S. Presented 18th March, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

172. Return to an Order of the House of the 22nd February, 1915, for a return showing:1. The total number of employees, both permanent and temporary, at the following post offices: Montreal, Toronto, Winnipeg, Halifax, Quebec, St. John, N.B., and Vancouver. 2. The total amount of salaries paid in each case. 3. The total number of employees, and the amount of salaries paid in the above offices on the 1st of October, 1911. Presented 18th March, 1915.—*Mr. Lemieux*.. .. ..*Not printed.*

173. Return to an Order of the House of the 19th February, 1915, for a copy of all correspondence, telegrams, letters, petitions and documents of all kinds in any way referring to a proposed change in the mail route from Inverness railway station to Margaree Harbour. Presented 18th March, 1915.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

174. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or individuals the Government, or any department thereof, has ordered soldiers uniforms since the 1st of July, 1914. 2. The names of these firms. 3. How many Oliver equipments have been ordered from each firm. 4. How many of these uniforms each firm has delivered up to date. 5. How many each firm has yet to deliver. 6. The price each firm is receiving for these uniforms. Presented 18th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

175. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or individuals the Government, or any department thereof, has ordered Oliver equipments since the 1st of July, 1914? 2. The names of these firms? 3. How many Oliver equipments have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these Oliver equipments? Presented 18th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

176. Return to an Order of the House of the 11th March, 1915, for a copy of all letters, correspondence, etc., relating to the appointment of William Gore Foster, of Dartmouth, N.S., to the position of Inspector of Indian Reserves. Presented 18th March, 1915.—*Mr. Carroll*.. .. ..*Not printed.*

177. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, correspondence, leases, and other documents relating to the cutting of lumber by Mr. B. F. Smith, and others, from the so-called Tobique Indian Reserve in the province of New Brunswick since the twelfth day of March, A.D. 1914, and also of all agreements, offers and promises made either by the said B. F. Smith or the Department of Indian Affairs, with reference to the sale or disposal of any of the said Tobique Indian Reserve since the said date, or any logs or lumber cut thereon. 2. Also a statement of all lumber cut by the said B. F. Smith from the said reserve, the rates of stumpage charged, and the amounts actually paid thereon from the first day of January, 1912, down to the date hereof. Presented 18th March, 1915.—*Mr. Carvell.*
Not printed.

178. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Masonville, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Masonville at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ..*Not printed.*

179. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Highwater, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Highwater at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

180. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Abercorn, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Abercorn at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ...*Not printed.*

181. Return to an Order of the House, of the 1st March, 1915, for a copy of all petitions, letters, communications and other documents relating to or bearing upon the dismissal of Leonard Hutchinson, chief keeper at Dorchester penintentiary. Presented 18th March, 1915.—*Mr. Copp*.. .. ..*Not printed.*

182. Return to an Order of the House of the 22nd February, 1915, for a copy of all letters, telegrams and papers generally concerning the proposed construction of a bridge to connect Isle Perrot with the mainland at Vaudreuil. Presented 18th March, 1915.—*Mr. Boyer*.. .. ..*Not printed.*

182*a*. Return to an Order of the House of the 22nd February, 1915, for a copy of all letters, telegrams and papers generally concerning the proposed construction of a bridge between the Island of Montreal and the Mainland at Vaudreuil. Presented 18th March, 1915.—*Mr. Boyer* .. ..*Not printed.*

183. Return to an Order of the House of the 22nd February, 1915, for a return showing:—1. What properties have been acquired by the Government in the City of Regina since 21st September, 1911? 2. The descriptions of such properties by metes and bounds? 3. For what purposes such properties were acquired? 4. From whom such properties were purchased? 5. The total price and the price per foot paid for each property? 6. If any such property was acquired by expropriation, what tribunal determined the price to be paid for any property so expropriated? 7. The dates on which any such properties were acquired? Presented 18th March, 1915.—*Mr. Martin* (*Regina*).

184. Return to an Order of the House of the 19th February, 1915, for a copy of all letters, telegrams, memoranda, pay-lists, recommendations and any other documents whatsoever in any wise appertaining to the construction of a wharf at Lower Burlington, in the County of Hants. Presented 18th March, 1915.—*Mr. Chisholm* (*Inverness*).
Not printed.

185. Return to an Order of the House of the 24th February, 1915, for a copy of pay-rolls and all correspondence and vouchers in connection with the repairs to Jordan breakwater, Shelburne county, for which Leander McKenzie was contractor of works or foreman. Presented 18th March, 1915.—*Mr. Law* .. ..*Not printed.*

186. Return to an Order of the House of the 24th February, 1915, for a copy of all letters, telegrams, correspondence and pay-rolls in connection with repairs and extension of breakwater at Bluff Head, Yarmouth county, N.S., during year 1914. Presented 18th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

187. Return to an Order of the House of the 22nd February, 1915, for a return showing the amounts expended by the Public Works Department in the County of Inverness each year from 1896 down to 1915. Presented 18th March, 1915.—*Mr. Chisholm* (*Inverness*).. .. ..*Not printed.*

188. Return to an Order of the House of the 24th February, 1915, for a copy of all letters, telegrams, correspondence and pay-sheets in connection with the repairs and other work on the breakwater at Sandford, Yarmouth County, N.S., during the year 1914. Presented 18th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

189. Return to an Order of the House of the 1st March, 1915, for a copy of all papers, letters, petitions and other documents relating to a mail contract with David D. Heard & Sons, between Whitby and Grand Trunk Railway station, or with one John Gimblet, Whitby. Presented 19th March, 1915.—*Mr. Pardee*.. .. ..*Not printed.*

190. Copies of Reports of the Committee of the Privy Council, approved by His Royal Highness the Governor General, relating to certain advances made to the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company, respectively, together with copies of agreements made between the said companies and His Majesty. Presented by Hon. Mr. White, 19th March, 1915.. .. ..*Not printed.*

191. Return to an Order of the House of the 11th February, 1915, for a copy of all tenders received by the Post Office Department for the mail service between Caraquet and Tracadie, Gloucester County, N.B., on the 15th day of January last, with the names of the tenderers, the respective amounts of the tenders, and the name of the new contractor. Presented 19th March, 1915.- *Mr. Turgeon*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

192. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The fractional areas of homestead lands or otherwise in the province of Saskatchewan sold in the year 1914. 2. The name of the purchaser, and the price paid in each case. Presented 22nd March, 1915.—*Mr. Martin (Regina)*... .. ..*Not printed.*

193. Return to an Order of the House of the 25th February, 1915, for a return showing, in reference to the answer to question No. 6 of 9th February, and answered 15th February as per page 161 unrevised *Hansard*, the cost of furnishing the Government offices in each of the said buildings. Presented 22nd March, 1915.—*Mr. Turriff.*
Not printed.

194. Return to an Order of the House of the 1st March, 1915, for a return showing the amount of railway subsidies paid in the county of Inverness since 1896, to date, and the dates on which such subsidies were paid. Presented 22nd March, 1915.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

195. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, papers, telegrams and other documents relating to the purchase or lease of the railway from New Glasgow to Thorburn, in the county of Pictou, known as the Vale Railway, from the Acadia Coal Company, since January, 1911, to date. Presented 22nd March, 1915. —*Mr. Macdonald*.. .. ..*Not printed.*

196. Return to an Order of the House of the 1st March, 1915, for a copy of all papers, letters, telegrams, correspondence, contracts, etc., in connection with the sale of the hay grown or the lease of certain tracts of land belonging to the Intercolonial Railway, upon which hay is grown, and which are contiguous to the properties of Charles Lavoie, Cléophas Leclerc and Joseph Parent of the Parish of Bic, county of Rimouski. Presented 22nd March, 1915.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

197. Return to an Order of the House of the 3rd March, 1915, for a copy of all letters, papers, telegrams, evidence taken at investigations, reports and all other documents relating to the suspension or other action in regard to the charge of drunkeness against Newton Hopper, conductor on the Intercolonial Railway, and to his subsequent reinstatement. Presented 22nd March, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

198. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, telegrams and other papers relating to the dismissal of Bruce Wiswell, as sectionman on the Intercolonial Railway at Stellarton, Nova Scotia. Presented 22nd March, 1915.— *Mr. Macdonald*.. .. ..*Not printed.*

199. Return to an Order of the House of the 22nd February, 1915, for a return showing:— 1. The inward tonnage freight, and also the outward tonnage freight respectively, at Loggieville station of the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 2. The inward tonnage freight, and the outward tonnage freight at Chatham station, on the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 3. The inward tonnage freight, and the outward tonnage freight at Newcastle station on the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 4. The local and through passenger traffic to and through each of the above stations, respectively, during each of the months above mentioned. Presented 22nd March, 1915.—*Mr. Loggie.*
Not printed.

200. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams and correspondence had by Margaret Lynch, or any person representing her, with reference to the expropriation of certain land belonging to the said Margaret Lynch in the city of Fredericton, province of New Brunswick, by the Intercolonial Railway, and also of all letters, telegrams and correspondence had with F. P. Gutelius or any other official of the Intercolonial Railway with reference thereto. Presented 22nd March, 1915.—*Mr. Carvell*.. .. ..*Not printed.*

201. Return to an Order of the House of the 3rd March, 1915, for a copy of all documents bearing on the payment made to C. R. Scoles, New Carlisle, Quebec, in July, 1914, of balance of subsidy voted to the Atlantic and Lake Superior Railway on the recommendation of the Financial Comptroller. Presented 22nd March, 1915.—*Mr. Marcil.*
Not printed.

202. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, telegrams, correspondence and reports relating to the purchase of the New Brunswick and Prince Edward Island Railway, extending from Sackville to Cape Tormentine, county of Westmorland. Presented 22nd March, 1915.—*Mr. Copp*.. .. ..*Not printed.*

203. Return to an Order of the House of the 1st March, 1915, for a copy of the tariff on flour shipments now in force on the Quebec, Oriental Railway and the Atlantic, Quebec and Western Railway. Presented 22nd March, 1915.—*Mr. Marcil*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

204. Return to an Order of the House of the 22nd February, 1915, for a copy of all petitions, correspondence, complaints, reports and other documents relating to the dismissal of Alfred H. Bonnyman, postmaster of Mattatall Lake, in the county of Colchester, N.S. Presented 24th March, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

205. Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence, documents, charges, evidence, findings and Orders in Council in reference to the dismissal of John Thomas, postmaster at Hammond's Plain, Halifax County, N.S. Presented 24th March, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

205*a*. Supplementary Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence, documents, charges, evidence, findings and Orders in Council in reference to the dismissal of John Thomas, postmaster at Hammond's Plain, Halifax County, N.S. Presented 8th April, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

206. Certified copy of a Report of the Committee ofthe Privy Council, approved by His Royal Highness the Governor General, with reference to the question of providing adequate pensionary assistance for officers and men disabled or partially disabled on active service or for the dependents of such officers and men should they be killed on active service. Presented by Sir Robert Borden, 24th March, 1915.. .. .. *Not printed.*

207. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government has ordered saddles since the 1st of July, 1914? 2. The names of these firms? 3. How many saddles have been ordered from each firm? 4. How many saddles each firm has delivered up to date? 5. How many saddles each firm has yet to deliver? 6. The price each firm is receiving for these saddles? Presented 26th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

208. Return to an Order of the House of the 8th March, 1915, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Mr. P. B. Hurlbert, postmaster at Springdale, Yarmouth County, N.S., and the removal of the office. Presented 30th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

209 Return to an Order of the House of the 8th March, 1915, for a copy of all letters, petitions, telegrams and correspondence between the Hon. L. P. Pelletier, ex-Postmaster General and any person or persons of the county of Lévis, which during the month of April, 1912, had any connection with the appointment of G. A. Marois to a position in the customs office at Quebec, and the appointment of J. E. Gingras as postmaster of St. Romuald and Etchemin. Presented 30th March, 1915.—*Mr. Bourassa.*
Not printed.

210. Return to an Order of the House of the 22nd February, 1915, for a copy of all letters, telegrams, petitions and documents of all kinds in possession of the Post Office Department, referring in any way to the conduct of the postmaster at Grand Etang since his appointment until the present date. Presented 0th March, 1915.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

211. Return to an Order of the House of the 1st March, 1915, for a copy of all telegrams, letters, papers, documents, evidence and reports, in connection with the dismissal of Charles H. Marshall as postmaster at Nanton, Alberta. Presented 30th March, 1915.—*Mr. Warwick*.. .. ..*Not printed.*

212. Return to an Order of the House of the 1st March, 1915, for a copy of the report of the officer in charge of the lobster hatchery at Port Daniel West, and of the report of the inspection thereof for the season 1914. Presented 31st March, 1915.—*Mr. Marcil.*
Not printed.

213. Return to an Order of the House of the 24th February, 1915, for a copy of all correspondence, petitions, documents, etc., in connection with a petition of Donald Williams and others in respect to the regulation of fish traps in Green Harbour and vicinity. Presented 31st March, 1915.—*Mr. Law*.. .. ..*Not printed.*

214. Return to an Order of the House of the 9th February, 1915, for a copy of all correspondence, petitions, departmental recommendations and other papers and documents in the Department of Marine and Fisheries relating to the definition of a "coasting voyage," as defined in the Canada Shipping Act since the revision of the statutes in 1886. Presented 1st April, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

215. Return to an Order of the House of the 1st March, 1915, for a copy of all advertisements, tenders, contracts, vouchers, letters, documents, etc., relating to the establishment of the ferry service between the City of Halifax and Dartmouth, N.S., for the employees of the Marine and Fisheries Department at Halifax, N.S. Presented 1st April, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

216. Return to an Order of the House of the 24th February, 1915, for a copy of all pay-rolls, vouchers in detail, correspondence and all other documents in connection with the following public wharves in Shelburne; breakwater or wharf at East Green Harbour; shed on public wharf at Shelburne, and repairs to Gunning Cove wharf. Presented 1st April, 1915.—*Mr. Law*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

228. Return to an Address to His Royal Highness the Governor General of the 19th February, 1915, for a copy of all Orders in Council, letters and telegrams exchanged between the Dominion Government and the several provinces, concerning the proposed transfer of fisheries in tidal waters from the Provincial to the Federal control. Presented 1st April, 1915.—*Mr. Lemieux*. . . . . *Not printed.*

229. Return to an Order of the House of the 4th March, 1915, for a copy of all correspondence exchanged between the Government of Canada, or any minister or official thereof, in regard to the control of fisheries in Quebec province, as well as of all documents bearing on that question, together with a list of licenses granted by either Governments for the present year. Presented 1st April, 1915.—*Mr. Marcil*. . . . . *Not printed.*

230. Return to an Order of the House of the 24th February, 1915, for a copy of all correspondence, letters, telegrams and petitions relating to the appointment of Alfred Bishop as farm foreman, or in any other capacity at the experimental station at Kentville, Nova Scotia. Presented 1st April, 1915.—*Mr. Kyte*. . . . . *Not printed.*

231. Return to an Address of the 10th March, 1915, showing copies of all correspondence, telegrams and documents exchanged between the Department of Marine and Fisheries and the Minister of the Naval Service and the Department of Colonization, Mines and Fisheries of the province of Quebec, relating to the rescinding of the prohibition of net fishing in the waters of the Lakes of Two Mountains, St. Francis and St. Louis, as per Order in Council (197) passed in Ottawa, Thursday, 28th day of January, 1915.—*Senate*). . . . . *Not printed.*

232. Return to an Order of the House of the 1st March, 1915, for a copy of all papers, letters, petitions and other documents relating to the establishment of a rural mail route from River John to Hedgeville, county of Pictou. Presented 3rd April, 1915.—*Mr. Macdonald.* *Not printed.*

233. A communication from the Consul General of Belgium in Canada, respecting the protest of the Belgium Government against the contention of the German Chancery that as far back as in 1906, Belgium had broken her own neutrality by the conclusion of an agreement with Great Britain. Presented by Sir Robert Borden, 5th April, 1915.
Printed for sessional papers.

234. Return to an Address of the Senate dated 11th March, 1915, showing:—1. How much wheat, oats and barley has the Dominion Government purchased in 1914 for seed to be distributed in the West, giving the amount of each kind? 2. Where is said grain stored, and what rate of storage is the Government paying on same? 3. How much did the Government pay per bushel for oats, barley and wheat, purchased for said provinces, and when was said grain purchased? 4. Have they given a contract for cleaning said grain, and to whom, and at what price?—(*Senate*). . . . . *Not printed.*

235. Return to an Order of the Senate dated the 18th March, 1915, that an Order of the Senate do issue for:—1. A return showing the results per grade of all grain in each of the terminal elevators at Fort William and Port Arthur at the annual weigh-up for each of the years 1912, 1913 and 1914. 2. A return showing the balances whether overages or shortages in each grade in each elevator for each of the said years. 3. A return showing the net result of the three years operations of each of said elevators in overages or shortages in each grade.—(*Senate*). . . . . *Not printed.*

236. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The quantity of spirituous liquors, proof gallons, including ale, wines and beers, taken out of bond between 6th August and 21st August, 1914, at each port of the Dominion. 2. The quantity of cigars, cigarettes and tobacco taken out of bond between the above mentioned dates at each port of the Dominion. Presented 7th April, 1915.—*Mr. Hughes* (*Kings, P.E.I.*). . . . . *Not printed.*

237. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government, has ordered forage caps since the 1st of July, 1914? 2. The names of these firms? 3. How many forage caps have been ordered from each firm? 4. How many each firm has delivered to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these forage caps? Presented 7th April, 1915.—*Mr. Murphy*. . . . . *Not printed.*

238. Return to an Order of the House of the 11th March, 1915, for a copy of the report of Dr. Wm. Wakeham, on the extent of the losses sustained in the Baie des Chaleurs and Gulf of St. Lawrence in the storm of 5th June, 1914, together with a statement showing the number of claims received and those entertained, with names of claimants and their residence, and the amounts paid to each, together with a copy of other documents bearing on this question. Presented 7th April, 1915.—*Mr. Marcil*. . . . . *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

239. Return to an Address to His Royal Highness the Governor General, of the 23rd February, 1915, for a copy of all letters, telegrams, reports, recommendations, Orders in Council and all other documents and papers in connection with rewards to the officers and crews of steamers *John L. Cann* and *Westport III,* for their heroic efforts in saving the passengers and crews of ss. *Cobequid,* wrecked on Trinity Lodge, 13th January, 1914. Presented 7th April, 1915.—*Mr. Law*.. .. ..*Not printed.*

240. Return to an Order of the House of the 29th March, 1915, for a copy of all documents, letters, telegrams, reports, etc., relating to the dismissal of Alexandre Blais, of the city of Lévis, from the position of customs officer at Bradore Bay, and the appointment of his successor or successors. Presented 7th April, 1915.—*Mr. Bourassa*.. ..*Not printed.*

241. A Return to an Address of the Senate dated 18th March, 1915, for:—1. A return showing all appointments to the Civil Service, Department of the Interior, in that area contained in the present constituencies of Medicine Hat and Macleod, giving names, date of appointment, how appointed, and salaries from the year 1896 to the present date. 2. Also, all vacancies by death, resignation or dismissal, giving name, date, length of service and cause of dismissal in the same area and during the same period.—(*Senate*). *Not printed.*

242. Return to an Order of the House of the 1st March, 1915, for a copy of charges made against J. Herbert Sweetman, customs officer at Port Daniel Centre, Quebec, which brought about his dismissal; and also of charges against Velson Horie, lighthouse keeper at Port Daniel West, Quebec, which brought about his dismissal. Presented 8th April, 1915.—*Mr. Marcil* (*Bonaventure*).. .. .. *Not printed.*

243. Return to an Order of the House of the 22nd February, 1915, for a copy of all correspondence, recommendations, petitions, contracts, tenders and other papers and documents in any way connected with the letting of the contract for carrying the mails between Guysborough and Erinville, N.S. Presented 8th April, 1915.—*Mr. Sinclair.* *Not printed.*

244. Return to an Order of the House of the 10th March, 1915, for a copy of all reports, petitions, letters, telegrams and other documents in connection with the dismissal of W. M. Thomson from the postmastership at Fort Qu'Appelle, and of any petition or petitions for his reinstatement, and of all correspondence in connection therewith. Presented 8th April, 1915.—*Mr. Thomson* (*Qu'Appelle*).. .. ..*Not printed.*

245. Return to an Order of the House of the 22nd March, 1915, for a copy of all letters, telegrams, correspondence and petitions received in the Post Office Department, in any way referring to the calling of tenders for the Antigonish-Sherbrooke mail service, which tenders were opened or due at the Post Office Department on the 11th December last; and of all representations or requests, recommending or suggesting that new tenders should be invited as was done early in February last. Presented 8th April, 1915. —*Mr. Chisholm* (*Inverness*)... .. ..*Not printed.*

246. Return to an Order of the House of the 3rd March, 1915, for a copy of all letters, telegrams, papers and other documents in regard to a proposed rural mail delivery service between Pictou and Saltsprings, Pictou county, and as to the arrangements for the existing service between those points. Presented 8th April, 1915.—*Mr. Macdonald.* *Not printed.*

247. Return to an Address of His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all letters, telegrams, reports, recommendations, Orders in Council, and all other documents and papers whatsoever relating to or in any wise connected with the establishment of rural mail routes and deliveries from Bridgetown to Granville Ferry, county of Annapolis, and especially of all letters, telegrams, reports, recommendations and documents relating to the closing of the post offices at Belleisle, Upper Granville, and the establishment of the post office at Granville Centre, all in the county of Annapolis. Presented 8th April, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

248. Return to an Order of the House of the 22nd February, 1915, for a copy of all telegrams, letters, reports, petitions and all other documents in any way referring to the proposed line of railway from Orangedale to Cheticamp. Presented 9th April, 1915.—*Mr. Chisholm* (*Inverness*)..*.. .. ..*Not printed.*

249. Return to an Order of the House of the 11th March, 1915, for a copy of all documents, investigations, reports, correspondence, etc., relating to the burning of certain buildings belonging to the Trois Pistoles Pulp and Lumber Company and to André Leblond, near Tobin station, on the Intercolonial Railway. Presented 9th April, 1915.—*Mr. Lapointe* (*Kamouraska*).. .. ..*Not printed.*

250. Return to an Order of the House of the 18th March, 1915, for a return showing the names of all officials, assistants and clerks, employed in the railway offices at Moncton, N.B., and the salary paid to each; also the names of officials formerly employed in said offices who have been retired on superannuation allowance, and the amount of retiring allowance being paid to each. Presented 9th April, 1915.—*Mr. Copp*.. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

251. Return to an Order of the House of the 24th March, 1915, for a return showing the names of all persons from whom lands have been purchased, the quantity of land so acquired, and the amount paid therefor, in connection with the Dartmouth and Dean's Post Office Branch of the Intercolonial Railway since the date of return numbered 128 made to Parliament at the last regular session thereof. Presented 9th April, 1915.—*Mr. Maclean (Halifax)*.....*Not printed.*

252. Return to an Address to His Royal Highness the Governor General of the 17th March, 1915, for a copy of all correspondence, letters, Orders in Council, agreements, etc., in reference to the leasing or transfer of the Windsor Branch of the Intercolonial Railway to the Canadian Pacific Railway. Presented 9th April, 1915.—*Mr. Maclean (Halifax)*. *Not printed.*

253. Return to an Order of the House of the 32nd February, 1915, for a copy of all petitions, correspondence, reports of engineers or other persons in the possession of the Department of Railways and Canals relating to the construction of a railway in the county of Guysborough, N.S. Presented 9th April, 1915.—*Mr. Sinclair*.....*Not printed.*

254. Return to an Order of the House of the 10th March, 1915, for a copy of all letters and correspondence, between D. McDonald, superintendent of the Intercolonial, at Lévis, P. Brady, general superintendent at Moncton, or any other official of the said Intercolonial Railway and Théophile Bélanger, commercial traveller of the city of Montreal, concerning certain claims made by the said Théophile Bélanger for delay of baggage in transportation between Drummondville and Matapedia, in May, 1913, also all reports made bearing upon such claims against the said Intercolonial Railway. Presented 9th April, 1915.—*Mr. Ethier*.....*Not printed.*

255. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, minutes of investigation and other documents relating to the dismissal of Isaac Arbuckle, foreman carpenter Intercolonial Railway at Pictou, and of appointment of Alex. Talbot to the vacancy. Presented 9th April, 1915.—*Mr. Macdonald.* *Not printed.*

256. Return to an Order of the House of the 15th February, 1915, for a copy of all correspondence letters, telegrams, by any and all persons whomsoever, had with the Department of Railways and Canals, or F. P. Gutelius, general manager of the Intrcolonial Railway, or any other official thereof, with reference to freight rates over that portion of the Transcontinental Railway, province of New Brunswick, and also with reference to the removal of the Y connection at Wapski, county of Victoria, between the said Transcontinental Railway and the Canadian Pacific Railway at that point. Presented 9th April, 1915.—*Mr. Carvell*.....*Not printed.*

257. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, correspondence, contracts, and other documents relating to the operation of the St. John Valley Railway, so called, by the Intercolonial Railway, since the first day of July last past, and of all letters, correspondence, etc., had either with the Department of Railways and Canals, or with F. P. Gutelius, or any other official of the Intercolonial Railway. Presented 9th April, 1915.—*Mr. Carvell*.....*Not printed.*

258. Return to an Order of the House of the 1st March, 1915, for a copy of all petitions, memorials, letters, telegrams, communications and reports regarding the construction of a roadway to the new public wharf at Sackville, N.B., and also in regard to the building of a spur line or siding from the Intercolonial Railway at Sackville to said wharf. Presented 9th April, 1915.—*Mr. Copp*.....*Not printed.*

259. Return to an Order of the House of the 15th March, 1915, for a copy of all correspondence passing between any department of the Government and any official of the Government, or any other person, with respect to the placing of settlers on homesteads in the Duck Mountains Timber Reserve, and also of the evidence taken by Inspector Cuttle, of the Department of the Interior, in an investigation held by the said inspector with respect to the granting of entries for homesteads on the said timber reserve. Presented 9th April, 1915.—*Mr. Martin (Regina)*.....*Not printed.*

260. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government, has ordered flannel shirts since the 1st of July, 1914? 2. The names of these firms? 3. How many flannel shirts have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these flannel shirts? Presented 9th April, 1915.—*Mr. Carroll*.....*Not printed.*

260a. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government, has ordered cotton shirts since the 1st of July, 1914? 2. The names of these firms? 3. How many cotton shirts have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these cotton shirts? Presented 9th April, 1915.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

260*b*. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government or any department of the Government, has ordered service shirts since the 1st of July, 1914? 2 The names of these firms? 3. How many service shirts have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these service shirts? Presented 10th April, 1915.—*Mr. Carroll*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

267. Return to an Order of the House of the 17th March, 1915, for a copy of all petitions, letters, documents, etc., between persons in the province of Nova Scotia and the Department of Trade and Commerce since 1st August last, with regard to Atlantic ocean freight rates on subsidized steamers or otherwise. Presented 10th April, 1915.—*Mr. Maclean (Halifax)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

278. Return to an Order of the House of the 8th April, 1915, for a return showing:—1. The number of employees connected with the administration of the Three Rivers post office on the 21st September, 1911, and the annual amount paid in salaries at that date for such service. 2. The number of employees connected with the administration of the Three Rivers post office at the present date, and the amount of the annual salaries paid for such service. 3. The number of employees in the Customs Department for Three Rivers on the 21st September, 1911, and the amount of the annual salaries paid for such service. 4. The number of employees in the Customs Department for Three Rivers at the present date, and the annual amount of the salaries paid for such service. 5. The number of employees in the Inland Revenue Department for the district of Three Rivers on the 21st September, 1911, and the annual amount of salaries paid for such service. 6. The number of employees at the present date in the Inland Revenue Department for the district of Three Rivers, and the amount of the annual salaries paid for such service. 7. The number of employees, and the amount paid in salaries for the works on the St. Maurice, in the county of Champlain, during the year 1911-12. 8. The number of employees, and the amount of salaries paid per year for the works on the St. Maurice, in the county of Champlain, since 1911-12. 9. If the employees whose names follow, were dismissed on the 26th and 27th November, 1914, and the 4th and 5th January, 1915; Wildé Lavalée, Pierre Thicierge, Joseph Paquin, sr., Joseph Paquin, jr., Athanase Gélinas, clerks. 10. If so, at whose request, and for what reasons. 11. If those days were taken off the salaries of such employees. Presented 13th April, 1915.—*Mr. Bureau*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

289. Report and evidence upon the matter known as: "Grazing Ranch No. 2422, J. G. Turriff, A. J. Adamson, and J. D. McGregor." Presented by Hon. Mr. Coderre, 13th April, 1915. . . . . *Not printed.*

290. Report and evidence upon the matter known as: "Craven Dam, Walter Scott, Lieutenant-Governor Brown, and J. G. Turriff." Presented by Hon. Mr. Coderre, 13th April, 1915. *Not printed.*

291. Certified copies of Reports of the Committee of the Privy Council No. P.C. 1109 and No. P.C. 1589, approved by His Excellency the Administrator on the 10th May, 1913, and 27th June, 1913, respectively, in respect to the appointment of Thomas R. Ferguson, K.C., as commissioner to investigate and report upon all matters connected with the disposition by any means whatsoever, since the first day of July, 1896, of:—(a) Dominion Lands; (b) Timber and mineral lands and mining rights and privileges, including coal, petroleum, and gas lands and rights and irrigation tracts or lands, and the cutting of timber upon Government lands; (c) Water-power and rights. (d) Indian Lands and Indian Reserves. Presented by Sir Robert Borden, 13th April, 1915. *Not printed.*

292. Return to an Order of the House of the 11th March, 1915, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Joseph Day, at Little Bras D'Or, in the riding of North Cape Breton and Victoria, and of the evidence taken and reports of the investigation held by H. B. Duchemin, in regard to same, with a detailed statement of expenses of such investigation. Presented 14th April, 1915.—*Mr. McKenzie*. . . . . *Not printed.*

293. A Return to an Order of the Senate, dated 30th March, 1915, for a return giving the names of the trust companies up to the present date who have complied with the requirements of Clause 69 of the Trust Companies Act, 1914, and any correspondence connected therewith.—(*Senate*) . . . . . *Not printed.*

294. Report of R. A. Pringle, K.C., commissioner appointed to investigate into charges of corruption and fraud in relation to contracts for the building of certain drill halls in the province of Ontario, together with the evidence taken at the said inquiry. Presented by Sir Robert Borden, 14th April, 1915. . . . . *Not printed.*

295. Return to an Order of the House of the 1st March, 1915:—1. For a full statement and description of all lands taken possession of by the Government for the camp at Valcartier. 2. For copies of all titles of the Government to the same, whether by expropriation, purchase or otherwise. 3. For a specified statement of all amounts claimed and still unpaid whether for land or damages. 4. For a specified account of all amounts paid up to date either for land or damages. Presented 15th April, 1915.—*Sir Wilfrid Laurier*. . . . . *Not printed.*

296. A return to an Address to His Royal Highness the Governor General:—1. A return showing all appointments to the customs in that area contained in the present constituencies of Medicine Hat and Macleod, giving names, date of appointment, how appointed and salaries, from the year 1896 to the present date. 2. Also, all vacancies by death, resignation or dismissal, giving name, date, length of service and cause of dismissal in the same area and during the same period.—(*Senate*) . . . . . *Not printed.*

297. Return to an Address to His Royal Highness the Governor General; praying that His Royal Highness will cause to be laid before the Senate copies of all letters between the Minister of Marine and Fisheries or his department and the fishery overseer at Baker Lake, in the province of New Brunswick; and also copies of all claims made by the said fishery overseer and the payments made thereon.—(*Senate*) . . . . *Not printed.*

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1913, TO MARCH 31, 1914

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906. Chapter 35, Section 33.

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1915

[No. 20—1915.]

To Field Marshal His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, K.C., K.T., K.P., etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1913, to March 31, 1914.

F. COCHRANE,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1914.

To the Honourable F. Cochrane,
Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1914.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the General Manager of Government Railways; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the Government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year 1913-14 the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads, also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure amounted to $57,240,981.57, of which $21,646,095.15 was charged to capital, $13,570,525.45 to revenue, and $19,420,255.36 to income.

The total Government expenditure on canals prior to and since July 1, 1867, to March 31, 1914, amounts on capital account to $106,981,780.76, of which $20,593,866.13

The railway expenditure on capital account included $4,329,694.68 for the Intercolonial Railway, $129,574.95 for the Prince Edward Island Railway, $12,670,108.27 for the eastern division (from Moncton to Winnipeg) of the National Transcontinental Railway, which is in course of construction by a board of commissioners, $4,498,717.25 for the Hudson Bay Railway, and $2,604,105.61 for the Quebec Bridge.

The railway expenditure on income included a total of $19,036,236.77 paid as subsidies to railways other than the Government roads, and $263,606.89 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway amounted to $17,196,943.68, namely, $4,329,694.68 on capital account, and on revenue account (working expenses) $12,867,249. On the maintenance of the Windsor Branch the expenditure was $26,486.98, charged to revenue account.

On the Prince Edward Island Railway, the total expenditure was $700,990.32, of which $129,574.95 was charged to capital and $571,415.27 to revenue.

The expenditure on canals aggregated $4,583,558.85, of which $2,829,661.34 was chargeable to capital account, $389,284.75 to income, $745,220.81 for staff, and $619,391.95 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $5,671.08, the total expenditure for the year on railways and canals was $61,830,211.50.

The total revenue derived from the Government railway and canal works was $13,774,505.43, of which the railways produced $13,394,317.37, and the canals $380,188.06,* the sum of $259,277.01 being derived from hydraulic and other rents.

The total Government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1914, amounts, on capital account, to $328,265,788.28, including expenditure on the Quebec Bridge, and also the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, $660,683.69, expended on the Annapolis and Digby Railway. In addition, there has been expended from the consolidated fund a total of $277,062,106.49, covering the operating expenses of the Government roads, and $67,566,152.69 subsidies other than the main line of the Canadian Pacific Railway, making a total expenditure of $605,327,894.77. Of this amount, the sum of $13,881,469.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, $10,766,725.54, and on the construction of the Prince Edward Island Railway, $3,114,735.11.

*Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a saparate report issued by the department.

was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, to $35,909,857.60, making a total of $142,891,638.36.

The total expenditure on the two branches, railways and canals, up to March 31, 1914, is as above, $748,219,533.13; adding to which for general expenditures embracing both, the further sum of $830,659.15, the grand total expenditure amounts to $749,050,192.28.†

The total revenue collected since July 1, 1867, to March 31, 1914, amounts, from the Government railways, to $194,277,273.89, and from the canals to $15,329,362.83, making a total of $209,606,636.72.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The Government railways are the Intercolonial, the Windsor Branch (maintained only and leased for operation), and the Prince Edward Island Railway.

By an Order in Council, dated May 5, 1913, "The Government Railways Managing Board," by whom the operations of these railways had been conducted since the 1st of April, 1909, was abolished, and their supervision and direction was placed in the hand of a "General Manager of Government Railways," Mr. F. P. Gutelius being appointed to that position as from May 1, 1913.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the General Manager and the officials of these roads.

The Intercolonial Railway operations resulted in a profit of $179,362.78, but this sum, at the close of the year, was transferred to the Equipment Renewal Account, and was expended as part of the working expenses, making their total $12,867,249, to which is to be added $11,300 paid under special votes, as compassionate allowances, making the total $12,878,549. The total earnings amounted to $12,878,549.

The Windsor Branch maintenance expenditure amounted to $26,486.98; the Government share of the earnings credited to the branch amounted to $61,517.52, leaving a profit of $35,030.54.

The Prince Edward Island Railway working expenses amounted to $571,415.37, its earnings amounted to $409,616.74, the deficit being $161,798.63.

†This amount does not include the annual payment of $119,700 to the provincial government of Quebec being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, h. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city, also the Jacques Cartier junction, the Chaudiere bridge and its approaches, and the use of the Victoria bridge over the River St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County railway from Chaudiere to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 mile, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired and operated.

The length of the railway main line is 1,457·77 miles. 26·09 miles are double-tracked. The mileage of passing sidings 134·37 miles, and of other sidings and spurs 347·59 miles.

FINANCIAL STATEMENTS.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1914, amounted to $4,331,999.88, against which there are credits amounting to $2,305.20, making the net expenditure of the year, $4,329,694.68, and bringing the total capital expenditure on the whole railway as amalgamated under the Acts 54-55 Vic., chap. 56 (1891), and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, up to $101,467,501.85.

The principal items charged to capital during the year were as follows (omitting cents):—For new terminal facilities at Halifax, $1,033,834; for rolling stock, $993,380; for strengthening bridges, $134,582; for increased accommodation and machinery at Halifax, $107,485; for locomotive and car shops with equipment at Moncton, $132,170; for Sydney Mines diversion, $17,306; for diversion at Chatham and Branch to wharf, $45,271; for increased accommodation at Truro, $91,008; for increased accommodation along the line, $128,203; for improvements at Point Tupper, $69,842; for surveys and inspections, $40,000; for increased accommodation at St. John, $20,000; for docks and wharfs at Halifax, $308,769; for improvements at Lévis, $58,025; towards the construction of the Dartmouth to Deans railway, $700,656; for safety appliances for equipment, $17,289; for installation of telephone system for operating trains, $39,270; for installation of block system for operation, $55,183; for double-tracking Chaudière curve to St. Romuald, $43,098.

REVENUE ACCOUNT EXPENDITURE.

The expenditures on revenue account—working expenses—are grouped, as usual, under five main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1914, were as follows:—Maintenance of way and structures, $2,191,321.96, against which is a credit of $7,944.07, for maintaining joint tracks, yards and other facilities, leaving the net amount, $2,183,377.89; maintenance of equipment, $2,802,488.70; traffic expenses, $283,268.01; transportation expenses, $7,340,844.64, against which is a credit of $52,982.18, for operating joint yards and terminals, leaving the net amount, $7,287,-862.46; general expenses, $301,251.94. The aggregate of the expenditures under these five heads for the year was $12,867,249; adding to which $11,300 paid as "compassionate allowances," under special votes, the total is $12,878,549.

In the above expenditures, there were included the following items (omitting cents):—Maintenance of Way and Structures: for ties, $279,719; for rails, $178,024; for other track materials, $127,445; roadway and track, $757,218; removal of snow and ice and sand, $125,210; and buildings, fixtures and grounds, $285,509. Maintenance of Equipment: for repairs to locomotives, $890,397; renewals of locomotives, $213,050; for repairs to passenger cars, $317,607; renewals to passenger cars, $106,524; for repairs to freight cars, $860,932; for renewals of freight cars, $159,787. The traffic expenses included, for advertising, $48,632; and for outside agencies, $119,724. The transportation expenses included: for station employees, $881,369; yard conductors and brakemen, $209,156; for yard enginemen, $182,696; for fuel for yard engines, $44,509; engine house expenses, $182,696; for road enginemen, $791,114; for road trainmen, $920,660; and for fuel for road engines, $2,279,326. The general expenses included salaries and expenses of clerks and attendants, $127,685; and pensions, $94,335.

Details of expenditure will be found in the report of the Comptroller, Part III, of the appendices.

GENERAL NOTES.

The gross earnings of the railway for the year amounted to $12,878,549, derived as follows:—

The passenger earnings were $3,674,878.75; the freight earnings, $8,469,590.33; the mail and express earnings and miscellaneous, $734,079.92.

The total engine mileage was 10,234,923; the total train mileage was 8,344,470; and the total car mileage, 122,815,218.

The gross earnings per mile of railway (1,456·97 miles) were $8,839.27; per engine mile, $1.43; per train mile, $1.54; and per car mile, 10·49 cents.

The expenses per mile of railway were as follows: Maintenance of way and structures, $1,498.57; maintenance of equipment, $1,923.51; traffic expenses, $194.42; transportation expenses, $5,002.07; general expenses, $212.94.

The expenses per train mile were: Maintenance of way and structures, 26·16 cents; maintenance of equipment, 33·58 cents; traffic expenses, 3·39 cents; transportation expenses, 87·36 cents; general expenses, 3·71 cents; total, 154·20 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 16·95 per cent; maintenance of equipment, 21·76 per cent; traffic expenses, 2·20 per cent; transportation expenses, 56·59 per cent; and general expenses, 2·41 per cent.

Comparing the earnings for the twelve months ended on March 31, 1913, with the corresponding period ended March 31, 1914, the gross earnings for the latter year show an increase of $894,066.31. The passenger traffic produced an increase of $191,431.43; the freight traffic an increase of $440,830.20; the mails, express traffic and miscellaneous, an increase of $216,804.68. The increase per mile of railway was $676.29, and per train mile 7 cents.

The number of passengers carried was 3,983,511, an increase compared with the previous year of 220,396. There was an increase of 189,071 in the number of local passengers, and of 31,325 in the number of through passengers.

Of revenue producing freight 5,287,749 tons were carried, an increase, compared with the previous year, of 84,271 tons. The local freight decreased 129,795 tons, and the through freight increased 214,066 tons.

Details of the principal items of this freight will be found in the statements of the Comptroller, Appendix III, classified as follows: Products of agriculture, 568,659 tons; animals and their products, also poultry, game and fish, 127,739 tons; products of mines, 1,634,208 tons; products of forest, 1,347,466 tons; manufactures, immigrants' effects, and miscellaneous, 1,609,668 tons.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in appendix, Part III. Included in the purchases of the year were 38 locomotives (4 passenger, 25 freight, and 9 switching), all bought on

capital account and one bought on renewals account (revenue). The number of locomotives on March 31, 1914, was 388.

The value of stores on hand at the close of the year was $2,179,882.08, comprising ordinary stores and fuel, $1,380,126.64; roadway and bridge material, $799,755.44.

COMPARATIVE STATISTICS—YEARS 1912-13 AND 1913-14.

In 1912-13 the average tons of freight carried per train, producing revenue, was 272·08 and the number of passengers, 65·03; in 1913-14 the average freight tonnage was 270·75, and passenger, 68·88.

In 1912-13 the average tons per loaded car, producing revenue, was 18·00, and the number of passengers, 9·69; in 1913-14 the number of tons was 17·83, and of passengers, 9·78.

The number of tons per train, all freight, in 1912-13, was 276·27, and 1913-14, 275·74.

The number of tons per car, all freight, in 1912-13, was 18·27, and 1913-14, 15·06.

The average distance each ton of freight was carried in 1912-13 was 269·53 miles, and in 1913-14, 263·38. The average distance passengers were carried in those years was 51·72 miles and 53·43, respectively.

The average number of loaded cars per train in 1912-13, was 15·12 cars of freight, and 6·71 cars of passengers; in 1913-14 the number of freight cars per train was 15·18 and of passengers, 7·04.

The average number of empty cars per train in 1912-13 was 2·52, and in 1913-14, 3·13.

In 1912-13 the average of train miles per mile of road was, for freight trains, 3,510·99, and for passenger, 2,038·73; in 1913-14 these figures were, respectively, 3,606·74 and 2,120·54.

In 1912-13 the average per mile of road of revenue producing freight carried one mile, was 955,261·74 tons, and passengers, 132,569·26; in 1913-14 the figures were, freight, 976,507·62 tons, and passengers, 146,052·63.

The number of tons all freight, per mile of road, carried one mile in 1912-13, was 969,998·91, and in 1913-14, 994,519·93.

The train mileage in 1912-13 was: passenger, 2,993,156 miles; freight, 5,154,663 miles; in 1913-14: passenger, 3,089,559 miles; freight, 5,254,911 miles.

The loaded car mileage in 1912-13 was 77,932,195 miles, and in 1913-14, 79,794,405 miles.

The empty car mileage in 1912-13 was 12,978,505 miles, and in 1913-14, 16,439,758 miles.

The caboose car mileage in 1912-13 was 4,792,595 miles, and in 1913-14, 4,831,573 miles.

The total car mileage in 1912-13 was: passengers, 20,083,733 miles, and freight, 95,703,295 miles; in 1913-14 the figures were: passenger, 21,749,482, and freight, 101,065,736.

The total freight moved in 1912-13 was: 5,372,938 tons; of this quantity 5,203,469 tons were revenue producing. In 1913-14 the total freight moved was 5,501,582 tons, of which 5,287,740 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1912-13, $623.93; or per car mile, 1·48 cents; and in 1913-14, $606.12, or per car mile, 1·46 cents.

Repairs to freight cars cost, per car, in 1912-13, $52.85, or per car mile, ·68 of a cent; and in 1913-14, $64.37, or per car mile ·85 of a cent.

Repairs to locomotives cost, per locomotive, in 1912-13, $2,062.62, or per locomotive mile, 7·68 cents; and in 1913-14, $2,294.84, or per locomotive mile, 8·70 cents.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Intercolonial railway, to Windsor, N.S.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the Government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

This agreement expired on December 31, 1913. The company, however, have been allowed to continue operation pending new arrangements.

All charges for superintendence and supervision of maintenance of work are borne by the Government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The Government share of the earnings for the twelve months ended on March 31, 1914, amounted to $61,517.52, a decrease compared with the previous year of $6,729.18. The decrease was in freight traffic, the passenger traffic having increased. The cost of maintenance was $26,486.98, leaving the net Government earnings $35,030.54.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles, with branches to Souris, Elmira and Cape Traverse. The length of the road operated was 275·2 miles.

CAPITAL ACCOUNT.

There was an addition of $129,574.95 to the expenditure on capital account during the year ended on March 31, 1914, making the total capital expenditure $8,920,369.01. The principal item was $117,412.30 for the car ferry between Cape Traverse, P.E.I., and Cape Tormentine, on the mainland.

REVENUE ACCOUNT.

The gross earnings amounted to $409,616.74, and the working expenses to $571,415.37, leaving a deficiency of $161,798.63. Compared with the previous year, there was an increase of $20,142.67 in the gross earnings, and an increase of $81,443.03 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial, under five heads, with their several sub-heads. It is comprised in the following:—Maintenance of way and structures, $160,334.29; maintenance of equipment, $95,622.05; traffic expenses, $5,943.46; transportation expenses, $292,182.66; and general expenses, $17,332.91.

The number of passengers carried was 445,739, an increase compared with the previous year of 11,851, and this traffic produced $183,649.79, an increase of $12,301.22. Of freight, 115,751 tons were carried, a decrease of 7,033 tons. The freight earnings amounted to $184,004.11, an increase of $3,657.80. The earnings from mail and sundries amounted to $41,962.84, an increase of $4,184.65.

The freight carried was: Agricultural products, 32,013 tons; animals, poultry, fish and their products, 16,621 tons; products of mines, 16,989 tons; products of forests, 13,835 tons; manufactures, household goods, furniture and miscellaneous, 36,293 tons.

The engine mileage was 461,618 miles; the train mileage, 317,169 miles; the car mileage, 2,313,513 miles.

The gross earnings per mile of railway amounted to $1,478.76; per engine mile, 98 cents; per train mile, 129 cents; and per car mile, to 17·71 cents.

The working expenses per mile of railway aggregated $2,062.87, and per train mile, 180·16 cents.

The value of stores on hand on March 31, 1914, was $67,669.97, comprised in fuel, $19,392.95; road material, $14,667.07; and miscellaneous, $33,609.95.

Details will be found in the reports of the Comptroller and of other officers, in the appendices, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as "The Intercolonial and Prince Edward Island Railway Employees' Provident Fund," came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages is made by each employee to the fund, to which a like

amount is added by the railway to the limit of $100,000 a year. Interest at 3 per cent per annum is allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be $20 a month, and the maximum two-thirds of his said average monthly pay. In the event of the death of a contributor to the fund while still in the service, his widow, children or relatives may be paid a sum equal to 90 per cent of his total contributions. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. The Act was amended by the Act of 1908, chap. 37, and again by the Act of 1909, chap. 20. Under this last, the Government Railways Managing Board nominates one of its members as chairman of the Provident Board.

The seventh annual report of the Board, which is printed in Appendix III hereto, shows that at the beginning of the fiscal year, April 1, 1913, there was a balance to the credit of the fund of $346,028.57, and that during the past fiscal year, the contributions of the railway employees amounted to $99,805.03. Adding to this a like contribution from the Government railways, and the sum of $1,236 for refunds, etc., together with interest accrued, $10,048.32, the total of the fund for the year aggregated $556,922.95. The total expenditure during the year was $167,701.19, of which $152,674.81 was paid out in retiring allowances and $6,369.75 for contributions refunded, leaving at the credit of the fund on March 31, 1914, the sum of $389,221.76.

In the course of the year 108 employees were retired and pensioned, and 37 pensioners died.

During the seven years that the system has been in operation the total contributions by employees amount to $565,550.34, and a like sum being added by the railways makes the total $1,131,100.68. Six hundred and forty-nine employees have been pensioned, of whom 164 have died, leaving 485 in enjoyment of their allowances at the close of the fiscal year 1914. The total paid out for retiring allowances is $723,969.03.

HUDSON BAY RAILWAY.

During the past fiscal year, closed on March 31, 1914, the track has been laid for the first 102 miles from The Pas, and of this distance 56 miles have been fully ballasted and surfaced. Grading has been practically completed up to the 150th mile, and the right of way cleared up to the first crossing of the Nelson river, or for a distance of 242 miles.

At Port Nelson, work is in progress. Plant, materials, supplies and men were forwarded at the opening of navigation in 1913. Housing accommodation for the men and supplies has been built, and drainage works and construction railways carried out. A radio telegraph station has been installed, and brought into operation. Connection has been made by a tote road between Port Nelson and the end of the railway.

The bridge over the River Saskatchewan at The Pas was completed. This bridge consists of four fixed spans, and one swing span.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912. The total distance is 418 miles.

The expenditures during the year aggregate $4,498,717.25, bringing the total expenditure up to $6,087,032.67.

The reports of the Engineer in Charge and of the Chief Engineer will be found in the appendices, and a number of interesting photographs at the end.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct, at their own cost, and maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value of not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the Government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chap. 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the "prairie" section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "prairie" section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chap. 23, authority was given for a loan to the company not exceeding $15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, $15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chap. 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance to the amount of £6,800,000 has been purchased by the Government.

The several Government expenditures on the Eastern Division are to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The headquarters of the Board are in the city of Ottawa.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), sec. 11, it was provided that "notwithstanding anything contained in the said trust deed of

tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the western division shall be the 31st of December, one thousand nine hundred and fifteen." By sec. 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chap. 39, the construction of the Eastern Division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner.

The report of the Board for the fiscal year ended March 31, 1914, has been prepared, and will be laid before Parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804·52 miles. This, however, includes the Quebec bridge over the River St. Lawrence, in course of construction, the length of which will be 1·10 mile. Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

Pending the completion of the Quebec bridge, the communication across the river will be made by a train ferry which has been built in England, and was launched in January, 1914.

Up to March 31, 1914, the track was laid in the main line for a distance of 1,803·42 miles, together with 423·26 miles of sidings and yards, to which is to be added for double-track and the line from the Quebec bridge to Quebec, 20·79 miles, making a total of 2,247·47 miles of track. The bridges were completed to the extent of 97·2 per cent.

The total expenditures by the commissioners during the fiscal year ended March 31, 1914, on the entire Eastern Division, amounted to $12,684,663.16, making their total expenditure from the date of their organization in September, 1904, to that date, $142,967,999.02, which includes $36,182.91 for operation in the year 1912-13 of the section from Moncton to Edmundston, N.B.

During the year, from May 1, 1913, to March 31, 1914, the road was operated to a limited extent by the Intercolonial railway, for the distance, 285·25 miles, between Moncton, N.B., and Escourt, P.Q., a point 54·85 miles west of Edmundston, N.B. Details will be found in the statements of the Comptroller and Treasurer of Government Railways, herewith (Appendix Part III.)

Detail summaries of their expenditure are furnished by the Chief Accountant of the Commission. They show the total for the past fiscal year to be made up as follows:—Headquarters, $172,068.60; construction, $12,506,730.14; and transport, $5,864.42.

The total expenditure from September, 1904, to March 31, 1914, was as follows:—Construction, $137,140,633.66; location, $2,943,328.85; transport, $1,030,901.41; headquarters, $1,816,947.19; and operation, $36,182.91.

The statement of the Accountant of the Department (Part I, of the appendices hereto) shows the expenditure on the Eastern Division for the year ended March 31, 1914, to be $12,670,108.27,* and the total expenditure on this division up to that date $142,970,793.19,** the expenditures yearly being as follows:—

1904	$ 6,249 40
1905	778,491 28
1906	1,841,269 95
1907	5,537,867 50
1908	18,910,449 41
1909	24,892,422 68
1910	19,968,126 86
1911	23,488,208 40
1912	21,110,683 05
1913	13,766,916 39
1914	12,670,108 27*
Total	$142,970,793 19**

WESTERN DIVISION.

The western division extends from the western boundary of the Winnipeg terminals on the east bank of the River Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific Coast, a distance of 1,745 miles.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta—a distance of 915 miles, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals will extend for a further distance of 3·23 miles around the water front of the city of Prince Rupert.

* The report of the National Transcontinental Railway Commissioners shows the expenditure of the year to be $12,684,663.16, a difference of $14,554.89. This is due to an adjustment made by the Departmental Accountant during the fiscal year, as follows:—

Cheques outstanding returned to Finance Department	$13,593 70	
Refunds of credits on account of previous years	961 19	
		$14,554 89

** The report of the National Transcontinental Railway Commissioners shows a total of $142,967,999.02, a difference of $2,794.17. This difference is to be adjusted in 1914-15.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the Government guarantee agreements above mentioned, and the Government Chief Engineer of the Division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1914, will be found printed in the appendices hereto, Part IV.

Of this, the following is a brief summary:—

"PRAIRIE SECTION."

Throughout the year, a well-equipped passenger and freight service has been carried on over the whole road from Winnipeg to Wolf Creek. The work done has been principally work of maintenance.

On this section the maximum grade against eastbound traffic is four-tenths of one per cent, and against westbound traffic five-tenths of one per cent.

"MOUNTAIN SECTION."

The energetic prosecution of works on this section resulted in grading being sufficiently completed by the end of the fiscal year to enable rail connection to be made between the western and eastern tracks shortly after, giving rail trackage from Winnipeg to Prince Rupert, though there were temporary lines constructed around some unfinished cuttings, several pile bridges to be filled in, and certain steel bridges to be built, of which eleven were under construction, and ten not commenced; meantime passage of trains was obtained by means of temporary pile bridges.

TOTAL EXPENDITURE.

The approved and certified expenditure, up to March 31, 1914, amounted, on the "Prairie Section," to $37,859,793.21, and, on the "Mountain Section," to $77,362,137.70, making a total of $115,221,930.91.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the River St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was excuted, conveying to

the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par, not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of above agreement, and, subsequent to its execution, payments were made from the proceeds of their bonds to the extent of $5,016,453.66 on certificates of the Government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the Government was dated October 18, 1909.

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specification, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9.02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the

* The history of the Government's connection with the bridge prior to its collapse is given in the Department Annual Report of 1907-8, p. xlvii.

suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway, and two sidewalks for foot passengers.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Mojeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the chairman and chief engineer for the year ended on March 31, 1914, will be found printed in the appendices hereto, Part V.

The report shows that by March 31, 1914, the whole of the substructure had been completed with the exception of some cleaning and painting. The work done comprises 106,090 cubic yards of masonry, all faced with heavy granite blocks with a concrete backing, the main piers having 18 feet of solid granite on the top of each to distribute the loads. The work is stated to be very satisfactory. (It may be noted here that the contract was subsequently completed, and that the final estimate has been made showing that the actual cost has been $2,376,756.23 or $71,718.77 less than the engineer's original estimated cost).

As to the superstructure, he states that during the year the contractors, the St. Lawrence Bridge Company, have made steady progress, and that out of an estimated total weight of 65,000 tons of steel required, have manufactured 9,991 tons; that 7,484 tons have been delivered at the bridge site, 1,371 tons erected and partially erected, and 791 tons completely erected. The approach spans from the abutments to the anchor pier have been erected, and the 1,000-ton erection traveller was practically completed.

Some interesting photographs of the works will be found at the end of the departmental report.

The expenditure during the past fiscal year up to March 31, 1914, was $2,604,105.61, paid out of capital, and making the total capital expenditure $4,947,788.04, adding to which the expenditure from income, namely, for the year 1908-9, $422,867.12 (in which is included the amount $355,279.07 paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, $111,782.02 for the preparation of plans, etc., or a total of $534,655.14, against which there is to be credited the sum of $100,000 paid in 1910 to the Government by the

Phoenix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, the total net cost to the Government up to March 31, 1914, is $5,382,443.18. This is irrespective of the amount of subsidy, $374,353.33 paid to the Quebec Bridge Company as above mentioned.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1914, amounted to $19,036,236.77.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before Parliament. The report for the year ended March 31, 1914, has been received, and will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1914, was $4,583,558.85, comprising $2,829,661.34 charged to capital; $389,284.75 charged to income; $745,220.81 for staff; and $619,391.95 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1913, was $158,390.59. The rentals accrued during the year amounted to $253,018.49, making a total of $411,409.08. Of this amount, there was collected during the year a total, after deducting abatements aggregating $16,371.09, of $259,277.01. The balance remaining due on March 31, 1914, was $135,760.98. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $380,188.06, the balance being made up of wharfage dues, fines, etc., and a total of $62,875.61 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls are charged on any of the Dominion canals since 1903-4.

Summaries of these expenditures and receipts will be found in the statements furnished by the Accountant of the Department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1913-14, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1913, will be found in the "Canal Statistics," which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1913, amounted to 52,053,913 tons, an increase of 4,595,292 tons compared with the previous year. 335,799 passengers were carried, an increase of 43,532.

The following features of the principal canal traffic during the season of 1913 will be of interest:—

On the Welland canal, 3,570,714 tons of freight were moved, an increase of 718,799 tons. Of the total, 1,684,967 tons were agricultural products, and 337,927 tons were produce of the forest; of coal, 945,790 tons were carried; 3,484,651 tons were through freight, of which 2,553,542 tons passed eastward.

Of the through freight, Canadian vessels carried 2,511,211 tons, an increase of 621,983 tons, and United States vessels 973,440 tons, an increase of 75,981 tons.

The total through freight passed eastward and westward through this canal to United States ports was 525,333 tons, an increase of 109,577 tons, compared with the year 1912.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 1,263,368 tons, an increase of 303,513 tons, as compared with the previous year; no transhipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 4,302,427 tons were moved, an increase of 825,239 tons, of which 2,815,440 tons were eastbound through freight, and 671,472 tons westbound freight; 1,545,755 tons were agricultural products, 1,429,509 tons coal, and 660,226 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 365,438 tons, a decrease of 26,912 tons, of which 186,710 tons were produce of the forest.

On the Chambly canal, 555,602 tons were moved, a decrease of 62,813 tons, of which 337,331 tons were produce of the forest, and 120,035 tons of coal.

On the Rideau canal, 171,223 tons were carried, an increase of 11,090 tons; 27,331 tons being produce of the forest, and 14,784 tons of coal.

On the St. Peter's canal, 71,514 tons were carried, a decrease of 3,295 tons; 36,808 tons were coal.

On the Murray canal, 180,576 tons passed, an increase of 10,495 tons.

On the Trent canal, 55,800 tons were moved, a decrease of 21,350 tons, of which 50,812 tons were produce of the forest.

On the St. Andrew's lock, on the Red river, Manitoba, the volume of business was 81,295 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 42,699,324 tons, being an increase of 2,999,669 tons. There were 8,285 passages of vessels, the number of lockages being 6,266. Of wheat, 131,827,467 bushels, and of other grain, 50,875,233 bushels were carried; 2,240,840 barrels of flour; 32,419,242 tons of iron ore; 4,153,351 tons of coal; and 25,261,000 feet board measure, lumber.

The report of the Chief Engineer of the department, and the reports of the officers under his immediate control, which will be found in Part VI of the appendices, give comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland Ship canal, and the terminals of the Intercolonial railway near Halifax.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1914, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

* This work, which consists of a lock and dam on the Red river, about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg. It is only mentioned here for statistical purposes.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1913 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING.

EXPENDITURE ON RAILWAYS AND CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1913-14

AND PREVIOUS YEARS

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	$ cts.	$ cts.
TOTAL EXPENDITURE—as per Statements, pages 37 and 38		16,830,211 50
Expenditure chargeable to Railways	35,187,320 60	
" " Railways, General	413,318 59	
" " Quebec Bridge	2,604,105 61	
" " Railway subsidies	19,036,236 77	
Total expenditure, Railways		57,240,981 57
Expenditure chargeable to Canals	4,392,847 39	
" " Canals, General	190,741 46	
Total expenditure, Canals		4,583,558 85
General expenditure	5,671 08	5,671 08
Total expenditure		61,830,211 50
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	27,079,862 10	
Revenue Account	14,935,138 21	
Income Account	778,974 42	
Consolidated Fund (railway subsidies) Income	19,036,236 77	
Total expenditure		61,830,211 50
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS.		
Railways.		
Capital expenditure—Railways	21,628,095 15	
" " Railways, General	18,000 00	
		21,646,095 15
Revenue expenditure—Railways	13,559,225 45	
" " Railways, General	11,300 00	
		13,570,525 45
Income expenditure—Railways, General	384,018 59	
		384,018 59
Quebec Bridge.		
Capital expenditure—Quebec Bridge	2,604,105 61	
		2,604,105 61
Railway Subsidies.		
Consolidated Fund—Railway subsidies	19,036,236 77	
		19,036,236 77
Total expenditure on Railways, $57,240,981.57.		
Canals		
Capital expenditure—Canals	2,824,536 79	
" " Canals, General	5,124 55	
		2,829,661 34
Income " Canals	351,397 24	
" " Canals, General	37,887 51	
		389,284 75
Revenue " Canals Staff	642,844 68	
" " Canals Staff, General	102,376 13	
" " Canals Repairs	574,038 68	
" " Canals Repairs, General	45,353 27	
		1,364,612 76
Total expenditure on Canals, $4,583,558.85.		
General Expenditure—Income account	5,671 08	
		5,671 08
Total expenditure		61,830,211 50

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

W. C. LITTLE,
Accountant.

REVENUE.

GENERAL STATEMENT of the Revenue Received by the Department of Railways and Canals during the Fiscal Year ending March 31, 1914.

	$ cts	$ cts.
TOTAL REVENUE RECEIVED		13,774,505 43
Revenue from Railways	13,394,317 37	
" " Canals	380,188 06	
Total revenue as above		13,774,505 43
STATEMENT OF REVENUE RECEIVED, IN DETAIL.		
Railways.		
Intercolonial Railway	12,878,549 00	
Windsor Branch Railway	61,517 52	
	12,940,066 52	
Prince Edward Island Railway	409,616 74	
*National Transcontinental Railway	44,634 11	
Total Revenue from Railways		13,394,317 37
Canals		
Welland Canal	70,702 86	
" Elevator, Port Colborne	101,422 78	
Lachine Canal	150,897 84	
Beauharnois Canal	14,788 15	
Cornwall Canal	8,935 53	
Williamsburg Canal	2,691 00	
Soulanges Canal	3,521 00	
Chambly Canal	609 00	
Carillon and Grenville Canal	541 00	
Rideau Canal	6,570 60	
Trent Canal	18,461 42	
St. Peters Canal	2 00	
Sault Ste. Marie Canal	534 16	
Murray Canal	235 00	
Ste. Anne's Lock and Canal	274 72	
Chats Falls Canal	1 00	
		380,188 06
Total revenue received during fiscal year		13,774,505 43

* Operated in part only.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT of Expenditure on Canals for Year ending March 31, 1914.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon and Grenville		10,464 53	26,452 76	12,199 42	49,116 71
Chambly	2,697 03	10,314 09	35,155 28	39,712 20	87,878 60
Cornwall		45,537 81	83,018 63	53,039 73	181,596 17
Lachine	358,443 93	29,962 15	97,547 54	110,123 84	596,077 46
Murray		3,814 88	5,669 45	4,220 02	13,704 35
Rideau	40,000 00	27,094 80	60,471 38	102,092 68	229,658 86
Sault Ste. Marie	6,874 27		28,537 49	26,426 47	61,838 23
Soulanges	81,235 56	16,117 84	38,904 16	25,383 32	161,640 88
Ste. Anne's Lock		7,379 94	2,896 86	6,799 35	17,076 15
St. Ours Lock	1,384 63	1,364 71	4,599 36	2,015 86	9,364 56
St. Peters		48,455 79	5,251 36	618 88	54,326 03
Trent	1,146,383 31	38,259 19	48,777 82	54,184 46	1,287,604 78
Welland	192,346 90	77,476 08	173,368 13	102,520 46	545,711 57
Welland Ship Canal	994,257 60				994,257 60
Williamsburg		2,000 00	32,194 46	34,701 99	68,896 45
" Galops	913 56				913 56
" Farran's Point		11,620 58			11,620 58
" Rapide Plat		21,534 85			21,534 85
	2,824,536 79	351,397 24	642,844 68	574,038 68	4,392,817 39
GENERAL ON CANALS.					
Dredge vessels, Lachine				8,406 01	8,406 01
Dredge vessels, Rideau				24,120 60	24,120 60
Miscellaneous			2,529 27	789 08	3,318 35
Gratuities, Civil Service Act 1908		3,114 75			3,114 75
Statistical Officers			35,961 20		35,961 20
Sunday Labour			42,440 80		42,440 80
Surveys and Inspections		23,507 27			23,507 27
Improving Canal grounds				9,887 23	9,887 23
Quebec Canals.					
New dump scow	4,999 55				4,999 55
Protection walls north and south side Lake St. Francis		5,933 66			5,933 66
Concrete facing for dam at Valleyfield		278 80			278 80
Dredging		5,053 03			5,053 03
Maintenance			20,944 86		20,944 86
Hungry Bay Dyke repairs				2,150 35	2,150 35
Compassionate allowance to the widow of the late David Daoust, Soulanges			500 00		500 00
Miscellaneous.					
To pay claim of Joseph Gervais for damages to Island on the Ottawa river	125 00				125 00
	5,124 55	37,887 51	102,376 13	45,353 27	190,741 46
	2,829,661 34	389,284 75	745,220 81	619,391 95	4,583,558 85

Total on Canals—$4,583,558.85.

EXPENDITURE ON RAILWAYS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total.
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial	4,329,694 68		12,867,249 00	17,196,943 68
National Transcontinental	12,670,108 27		94,074 10	12,764,182 37
Prince Edward Island	129,574 95		571,415 37	700,990 32
Windsor Branch			26,486 98	26,486 98
Hudson Bay	4,498,717 25			4,498,717 25
Quebec Bridge	2,604,105 61			2,604,105 61
	24,232,200 76		13,559,225 45	37,791,426 21
RAILWAY SUBSIDIES		19,036,236 77		19,036,236 77
GENERAL ON RAILWAYS.				
Purchase of official car	18,000 00			18,000 00
Railway Commission—Maintenance		160,052 06		160,052 06
" " Statutory		54,381 53		54,381 53
" " Cases		49,173 30		49,173 30
Surveys and Inspections		71,467 63		71,467 63
Railway Grade Crossing Fund		39,968 11		39,968 11
Attendance, repairs and alterations to Governor General's car		878 63		878 63
To pay expenses in connection with consolidation of Railway Act		1,000 00		1,000 00
Contribution of Government Railways to the Faculty of McGill University		2,500 00		2,500 00
Contribution of Government Railways to Polytechnic School, Montreal		2,500 00		2,500 00
Remuneration to Government Director, Grand Trunk Pacific Railway		2,000 00		2,000 00
Subscription to International Congress, Brussels		97 33		97 33
Compassionate allowance to—				
Mrs. H. R. Hale I.C.R. (special vote)			1,700 00	1,700 00
Mrs. G. Begin I.C.R. (special vote)			1,000 00	1,000 00
Mrs. P. M. McGill, I.C.R. (special vote)			1,000 00	1,000 00
Mrs. J. Clarke, I.C.R. (special vote)			1,000 00	1,000 00
Mrs. H. A. Northrop, I.C.R. (special vote)			2,000 00	2,000 00
Mrs. S. C. Tuttle, I.C.R. (special vote)			2,000 00	2,000 00
Mrs. J. Bouchard, I.C.R. (special vote)			2,000 00	2,000 00
Compensation to Douglas Anderson, I.C.R. (special vote)			300 00	300 00
Compensation to D. Collins, I.C.R. (special vote)			300 00	300 00
Total	18,000 00	384,018 59	11,300 00	413,318 59
Total on Railways	24,250,200 76	19,420,255 36	13,570,525 45	57,240,981 57
Grand total on Railways, including Quebec Bridge, $57,240,981.57.				
MISCELLANEOUS EXPENDITURE.				
Cost of litigation		2,127 55		2,127 55
Miscellaneous investigations under Inquiries Act		3,543 53		3,543 53
Total		5,671 08		5,671 08
Grand total on Railways and Canals, including miscellaneous expenditure	27,079,862 10	19,815,211 19	14,935,138 21	61,830,211 50

Total amount of expenditure, $61,830,211.50.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1914.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since " "	1868		63,193 75	9,349 99	6,216 98
" " " "	1869		55 00	9,626 99	6,498 57
" " " "	1870		27 50	10,117 57	6,384 81
" " " "	1871			12,316 53	5,722 36
" " " "	1872		27 50	11,792 46	15,733 38
" " " "	1873		5,122 50	12,210 73	9,882 06
" " " "	1874		26 00	15,392 51	10,990 56
" " " "	1875		36 00	14,399 32	12,253 01
" " " "	1876			14,465 86	17,170 83
" " " "	1877			14,377 63	15,207 36
" " " "	1878			14,383 37	9,861 05
" " " "	1879			15,015 86	10,370 71
" " " "	1880	266 15		15,362 61	8,997 34
" " " "	1881			17,659 93	10,770 67
" " " "	1882			18,804 53	20,813 86
" " " "	1883		6,727 44	18,287 77	15,826 71
" " " "	1884		3,277 98	19,107 38	16,232 61
" " " "	1885		7,999 79	18,960 40	14,637 70
" " " "	1886		8,491 80	19,228 90	14,356 00
" " " "	1887		3,633 57	18,867 45	14,999 88
" " " "	1888		14,411 97	19,325 05	14,285 98
" " " "	1889		10,993 52	20,019 11	14,982 54
" " " "	1890			19,847 42	14,999 20
" " " "	1891		17,085 68	18,886 86	12,537 39
" " " "	1892		1,696 23	20,050 01	14,999 80
" " " "	1893			20,348 34	14,107 11
" " " "	1894		6,547 72	20,574 53	13,903 46
" " " "	1895		27,982 93	20,428 59	12,299 49
" " " "	1896			20,725 47	15,050 85
" " " "	1897		9,813 15	21,012 64	14,862 98
" " " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " "	1899		1,000 00	20,613 32	13,463 01
" " " "	1900		4,959 22	20,147 59	14,505 30
" " " "	1901		483 40	20,118 42	14,199 12
" " " "	1902			16,682 52	6,532 33
" " " "	1903			8,218 14	10,063 38
" " " "	1904			9,236 27	11,936 37
" " " "	1905		14,949 83	9,086 68	10,499 99
" " " "	1906		2,531 24	9,291 91	18,640 71
" " " "	1907		598 64	7,552 02	11,711 09
" " " "	1908		2,260 81	7,032 31	13,019 76
" " " "	1909		21,758 84		†
" " " "	1910		24,319 49		†
Total		*1,636,690 26	265,810 84	649,574 89	525,691 23

* *See* page 53 for total of St. Lawrence River and Canals.

† No expenditure has been incurred since 1910.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		*			
Government expenditure prior to Confederation		63,053 64			
" 1868 to 1879 included		1,721,338 16	50,155 93	112,345 38	126,775 54
" since	1880	281,514 27		11,959 14	7,625 54
" "	1881	336,707 53		13,059 18	8,076 91
" "	1882	433,084 39		14,387 49	7,582 68
" "	1883	433,575 10		17,479 58	8,310 02
" "	1884	399,267 16		17,393 91	7,918 42
" "	1885	157,187 72		19,702 30	10,429 26
" "	1886	104,973 24	75 00	20,597 82	9,303 31
" "	1887	20,747 11		20,011 36	19,554 41
" "	1888	38,996 29		21,531 12	10,036 62
" "	1889	298 17		22,098 88	10,135 66
" "	1890	17 58	4,526 61	15,896 16	7,582 38
" "	1891		4,395 25	21,230 22	10,796 68
" "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" "	1893	207 00	42,298 74	16,762 71	10,669 28
" "	1894	385 55	20,034 94	14,144 98	11,620 09
" "	1895		5,963 76	15,453 21	12,303 25
" "	1896	3,850 31		13,995 69	12,161 10
" "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" "	1899	39,999 37		11,919 27	11,478 88
" "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" "	1902		16,998 69	13,725 99	19,366 30
" "	1903		15,992 52	14,348 17	17,766 28
" "	1904		9,150 07	16,224 94	17,262 29
" "	1905		8,715 46	15,858 19	19,977 19
" "	1906		24,179 33	18,232 71	10,924 72
" "	1907		9,393 38	16,749 03	7,036 40
" "	1908		1,387 35	23,019 45	9,775 35
" "	1909		68,597 35	23,085 54	10,758 01
" "	1910		10,410 09	23,512 72	11,925 28
" "	1911		9,051 98	23,608 04	11,303 46
" "	1912			25,495 59	11,531 20
" "	1913		774 60	25,730 35	16,299 00
" "	1914		10,464 53	26,452 76	12,199 42
Total		†4,182,092 96	351,431 74	735,948 95	528,788 63

*Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, *see* page 48. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
" " 1868 to 1879 included.		2,495 00	8,315 25	122,386 28	170,152 70
" " since	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796 41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		13,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,779 12
" " "	1895		6,147 63	19,325 49	11,920 74
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898	**150.00*	13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,656 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
" " "	1907		29,953 80	19,916 33	22,508 88
" " "	1908	157 90	34,264 31	28,375 21	30,627 72
" " "	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " "	1910	30,479 41	8,207 00	29,198 76	22,825 53
" " "	1911	20,000 04	8,717 20	30,548 74	23,950 19
" " "	1912	15,469 29	26,838 40	34,796 66	29,508 01
" " "	1913	12,529 07	3,486 97	34,323 21	44,748 39
" " "	1914	2,697 03	10,314 09	35,155 28	39,712 20
Total		†731,696 52	737,411 84	876,569 65	827,542 00

* Less proceeds of sale of piece of land in 1898.

†Chambly Canal and Richelieu River—

Chambly Canal, as above		$ 731,696 52
St. Ours Lock, *see* page 54		127,228 56
		$ 858,925 08
Less amounts deducted at Confederation, *see* Public Accounts, 1868, part I, page 9—		
Government expenditure prior to Confederation—		
Chambly Canal as above	$ 634,711 76	
St. Ours Lock, *see* page 54	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868	$ 433,807 83	
		322,441 58
Agreeing with Public Accounts, 1914, page 4		$ 536,483 50

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure 1868 to 1875 included		12,472 04		31,585 51	94,202 59	59,009 74
Cost of original construction			1,945,624 73			
Expenditure 1868 to 1879 included.						
Expenditure since		337,318 87			54,339 77	22,782 57
" "	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	23,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	163,993 85			17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47			17,104 13	13,166 89
" "	1902	90,535 18			17,896 58	15,045 95
" "	1903	77,833 81			70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,708 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911			76,719 09	78,583 80	45,362 81
" "	1912	8,037 07		60,352 90	83,784 79	59,338 24
" "	1913			29,753 37	79,897 25	56,423 40
" "	1914			45,537 81	83,018 63	53,039 73
Cost of enlargement			5,297,179 48			
Total			* 7,242.804 21	563,953 80	1,386,123 83	875,181 11

* Included in total cost of St. Lawrence River and Canals, *See* page 53.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1873 to 1879 included	.....	223,211 32	39,224 52	.....	.....
" " since	1880	16,688 20	.....	202 50	259 31
" " "	1881	4,721 62	.....	962 85	.....
" " "	1882	29,567 15	.....	790 00	162 33
" " "	1883	14,249 60	.....	695 00	288 99
" " "	1884	8,151 16	.....	733 50	.....
" " "	1885	19,071 76	.....	730 00	572 75
" " "	1886	26,385 27	.....	730 00	2,396 14
" " "	1887	7,760 88	.....	730 00	967 33
" " "	1888	7,573 99	.....	739 50	730 60
" " "	1889	17,112 01	.....	1,050 00	116 53
" " "	1890	2,818 35	.....	747 83	.....
" " "	1891	2,183 15	9,122 05	745 25	499 91
" " "	1892	.....	1,546 25	736 00	.....
" " "	1893	.....	1,420 65	749 00	13 55
" " "	1894	.....	2,540 14	730 00	494 43
" " "	1895	.....	1,475 26	436 05	434 28
" " "	1896	.....	.....	.....	.....
" " "	1897	.....	.....	.....	.....
" " "	1898	.....	.....	.....	100 00
" " "	1899	.....	.....	.....	.....
" " "	1900	3,085 00	.....	.....	.....
" " "	1901	197 00	.....	.....	.....
" " "	1902	.....	1,135 00	.....	.....
" " "	1903	.....	.....	.....	.....
" " "	1904	.....	2,204 50	.....	.....
" " "	1905	.....	2,255 00	.....	.....
Less unclaimed Cheques	1913	*385 00*	.....	.....	.....
Total	....	*382,391 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, *see* page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LACHINE CANAL.

—	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government		40,000 00				
Government expenditure prior to Confederation		2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1869			2,589,532 85			
Govt. expenditure, 1870 to 1879 included		4,610,389 35		47,389 61	275,742 45	202,892 10
Govt. expenditure since	1880	369,566 74			38,950 90	10,223 62
" " "	1881	292,165 51			39,027 99	19,888 33
" " "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" " "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" " "	1884	188,266 18			48,624 51	19,683 24
" " "	1885	111,215 23			49,004 85	20,199 78
" " "	1886	210,509 42			50,969 10	19,199 18
" " "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" " "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" " "	1889	76,032 96		972 71	54,110 67	22,957 71
" " "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" " "	1891	217 53		16,155 75	50,721 69	36,292 98
" " "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" " "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" " "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" " "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" " "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" " "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" " "	1898	216,717 44		819 62	57,282 50	33,391 92
" " "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" " "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" " "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" " "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" " "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" " "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" " "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" " "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" " "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" " "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" " "	1909	359,041 77		143,526 35	72,049 32	82,081 39
" " "	1910	215,611 98		70,000 20	77,701 55	75,247 71
" " "	1911	253,098 27		73,260 66	72,285 01	91,941 84
" " "	1912	312,868 94		56,174 60	87,989 26	111,254 82
" " "	1913	463,291 97			89,509 15	91,689 64
" " "	1914	358,443 93		29,962 15	97,547 54	110,123 84
Cost of enlargement			11,173,882 04			
Total			13,763,414 89	1,397,987 56	2,448,967 19	1,817,686 93

Total expenditure on capital account as above		$13,763,414 89
Less charged to St. Lawrence River and Canals, *see* page 53	$2,950,104 15	
Less expenditure by Imperial Government	40,000 00	
		2,990,104 15
Agreeing with Public Accounts balance sheet 1914, page 4		$10,773,310 74

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1898	3,420 00	.....
" " "	1899	23,110 00	2,495 47
" " "	1900	15,431 46	12,288 39
" " "	1901	15,000 00	8,060 30
" " "	1902	13,945 25	.....
" " "	1903	5,000 00	.....
" " "	1904	.....	2,199 52
" " "	1905	†	.....
Total	.....	*75,906 71	25,043 68

* Included in total cost of St. Lawrence river and canals, *see* page 53.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure since Confederation	1895	4,753 14	.....
" " "	1896	49,909 31	.....
" " "	1897	73,300 41	.....
" " "	1898	64,495 83	.....
" " "	1899	57,607 79	.....
" " "	1900	11,765 70	.....
" " "	1901	12,918 31	.....
" " "	1902	6,000 00	.....
" " "	1903	9,508 72	.....
" " "	1904	7,916 90	.....
" " "	1905	†	.....
Total	.....	*298,176 11	.....

* Included in total cost of St. Lawrence River and Canals, *see* page 53.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

MURRAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since " ..	1868		400 00		
" " " ..	1882	7,135 63			
" " " ..	1883	84,071 68			
" " " ..	1884	118,187 43			
" " " ..	1885	148,902 66			
" " " ..	1886	179,704 52			
" " " ..	1887	142,563 66			
" " " ..	1888	146,754 37			
" " " ..	1889	215 326 46			
" " " ..	1890	106,760 35		494 31	
" " " ..	1891	61,260 49		5,137 03	173 53
" " " ..	1892	5,964 22		5,803 48	3,505 15
" " " ..	1893	30,838 79		5,499 62	5,341 34
" " " ..	1894			5,667 52	5,295 57
" " " ..	1895			5,354 97	5,063 49
" " " ..	1896			5,409 10	5,410 33
" " " ..	1897			5,526 87	3,966 41
" " " ..	1898			5,799 94	4,710 23
" " " ..	1899			5,073 70	3,533 68
" " " ..	1900			5,613 83	2,777 60
" " " ..	1901			5,175 74	1,138 15
" " " ..	1902			5,254 51	6,377 19
" " " ..	1903	500 00		5,757 00	4,627 70
" " " ..	1904	750 00	2,521 13	5,291 43	6,075 94
" " " ..	1905	100 00	740 45	5,346 62	4,452 68
" " " ..	1906		293 75	5,183 61	2,840 91
" " " ..	1907		10,423 00	2,788 14	1,710 55
" " " ..	1908		37,334 70	4,244 42	2,953 23
" " " ..	1909	126 45	20,250 61	4,720 09	3,374 82
" " " ..	1910			4,378 74	2,674 57
" " " ..	1911			3,942 94	2,075 26
" " " ..	1912		14,390 45	4,213 21	3,344 46
" " " ..	1913		11,254 14	5,512 70	2,955 94
" " " ..	1914		3,814 88	5,669 45	4,220 02
Total		*1,248,946 71	101,423 11	122,858 97	88,598 75

* Agreeing with Public Accounts Balance Sheet, 1914, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

OTTAWA RIVER WORKS.

	$ cts.	$ cts.
Ste. Anne's Lock, page 52		1,170,215 63
Carillon and Grenville Canal, page 41		4,182,092 96
Culbute Canal, page 44		382,391 46
Rideau Canal, page 49	4,167,454 21	
Less expenditure by Imperial Government	3,911,701 47	255,752 74
Total Ottawa River Works (Capital)		5,990,452 79
Add expenditure on slide and booms prior to Confederation	719,247 13	
Add expenditure on slides and booms since Confederation	7,243 60	
Add expenditure on Chats Falls Canals prior to Confederation	482,950 81	
Add expenditure in 1881, charged to Miscellaneous. *See* page 229, part ii, Public Accounts	1,136 84	
Add amount transferred. *See* page xxxvi, Public Accounts, Balance Sheet, 1881	233,555 85	1,444,134 23
		7,434,587 02
Less expenditure prior to Confederation, transferred to Income Account	320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous.	165,257 28	485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1914, page 4		6,948,711 46

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

RIDEAU CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confed'n.		153,062 60			
" " 1868 to 1879 included		19,559 30	47,875 89	283,919 10	196,738 05
" " since	1880			26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" " "	1882			26,915 29	13,860 28
" " "	1883		70 65	27 322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	33,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894		14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897		19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
" " "	1899		700 29	30,751 20	28,199 49
" " "	1900		11,780 41	30,623 27	30,237 09
" " "	1901			31,334 40	33,791 17
" " "	1902		8,894 40	32,193 66	33,959 86
" " "	1903		16,235 13	34,595 31	36,424 23
" " "	1904		13,525 04	39,127 96	38,496 78
" " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " "	1906		5,272 90	41,819 77	54,495 63
" " "	1907		14,322 03	30,667 34	44,627 82
" " "	1908		42,903 03	44,875 16	55,090 45
" " "	1909		19,989 52	44,911 60	53,880 51
" " "	1910		9,225 73	48,324 13	95,188 97
" " "	1911		6,188 71	47,165 63	79,352 59
" " "	1912		4,358 40	54,156 89	85,912 96
" " "	1913	41,565 00	21,992 94	56,863 98	91,984 66
" " "	1914	40,000 00	27,094 80	60,471 38	102,092 68
Total		*4,167,454 21	516,615 31	1,541,503 22	1,505,971 31

* Included in total cost of Ottawa River Works. *See* page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SAUT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure, 1868 to 1887, included					
Government expenditure since	1888	8,145 06	949 35		
" " "	1889	34,018 95			
" " "	1890	176,568 55			
" " "	1891	325,336 33			
" " "	1892	341,474 31			
" " "	1893	589,801 25			
" " "	1894	1,316,529 29			
" " "	1895	466,151 50		3,432 73	
" " "	1896	189,986 59		16,074 70	2,650 17
" " "	1897	209,561 82		15,381 59	7,671 79
" " "	1898	21,004 56		14,389 92	8,172 09
" " "	1899	63,935 48		13,840 24	6,564 40
" " "	1900	27,157 98		13,901 40	13,219 87
" " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " "	1902	122,505 73		15,920 80	14,839 71
" " "	1903	65,933 43		16,077 22	10,855 70
" " "	1904	32,029 54		14,653 35	9,491 44
" " "	1905	110,181 69		15,681 55	14,776 33
" " "	1906	120,000 00		15,878 11	20,086 15
" " "	1907	95,504 63		12,290 94	11,520 53
" " "	1908	140,433 22		20,345 38	23,206 00
" " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " "	1910	46,809 13	147,147 52	18,976 64	20,300 77
" " "	1911	54,797 37	77,066 45	24,951 49	19,355 74
" " "	1912	18,227 10	29,706 21	27,054 50	28,798 51
" " "	1913	45,941 17	13,726 84	27,588 62	26,762 40
" " "	1914	6,874 27		28,537 49	26,426 47
Total		*4,994,372 51	280,098 04	343,939 39	292,049 54

*Agreeing with Public Accounts, 1914, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SOULANGES CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" " since	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " "	1901	462,626 36	115 00	25,154 78	5,888 77
" " "	1902	235,021 79		22,672 50	2,267 13
" " "	1903	248,929 10		31,987 06	10,362 23
" " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " "	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " "	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " "	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " "	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " "	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " "	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " "	1913	180,816 28		38,080 18	27,221 50
" " "	1914	81,235 56	16,117 84	38,904 16	25,383 32
Total		*7,777,675 02	118,781 80	422,278 45	362,244 95

* Included in total cost of St. Lawrence River and Canals, *see* page 53.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		134,456 51			
Gov. expenditure since 1868 to 1879 included		137,051 78	2,479 57	20,238 18	29,091 00
" "	1880	3,054 68		2,152 57	1,704 71
" "	1881	69,042 76		2,553 02	3,257 92
" "	1882	193,158 36		2,611 30	2,343 99
" "	1883	172,959 95		2,569 86	3,448 83
" "	1884	142,006 25		2,775 32	2,725 49
" "	1885	93,679 57		2,618 60	4,042 04
" "	1886	129,681 67		2,611 90	5,803 01
" "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" "	1889	24,786 33		2,569 22	1,730 79
" "	1890	6,151 14		2,571 04	1,525 51
" "	1891		8,173 69	2,505 69	1,503 56
" "	1892		25,471 61	2,571 28	1,666 21
" "	1893		6,521 88	2,581 08	2,800 03
" "	1894		3,497 56	2,640 00	2,799 63
" "	1895		3,694 33	2,508 14	3,025 91
" "	1896			2,495 54	4,993 89
" "	1897			2,357 51	1,688 12
" "	1898			1,904 10	1,699 44
" "	1899			1,920 12	1,997 96
" "	1900			1,840 51	2,679 21
" "	1901			1,895 89	3,999 02
" "	1902			1,994 52	3,015 97
" "	1903		1,984 39	2,072 17	4,684 42
" "	1904			2,292 94	2,244 13
" "	1905			2,151 01	6,091 44
" "	1906			2,259 16	2,294 86
" "	1907		2,449 96	1,595 62	901 47
" "	1908		2,501 42	2,248 29	1,693 63
" "	1909		199 67	2,292 19	4,290 57
" "	1910		2,339 76	2,267 60	2,446 28
" "	1911		2,880 93	2,315 34	2,628 91
" "	1912			2,770 51	2,738 40
" "	1913			2,769 63	2,298 26
" "	1914		7,379 94	2,896 86	6,799 35
Total		*1,170,215 63	77,001 40	103,459 73	129,534 67

* Included in total cost of Ottawa River Works, *see* page 48.

Original Construction	$ 134,456 51
Enlargement, including New Lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, ETC.

	Year ending.	Chargeable to Capital.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure 1873 to 1881 included					208,965 88	
Government expenditure since	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36 447 18	13,694 97
" "	1911					16,224 68
" "	1912					
" "	1913					
" "	1914					
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

*In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, ETC.

St. Lawrence River and Canals, as above		$ 3,469,913 41
Beauharnois Canal, *see* page 40		1,636,690 26
Cornwall Canal	" 43	7,242,804 21
Williamsburg Canal	" 60 and 61	10,491,098 07
Lake St. Louis	" 46	298,176 11
Soulanges Canal	" 51	7,777,675 02
Lachine Canal, prior to Confederation to June 30, 1875, *see* page 45		2,950,104 15
Lake St. Francis, *see* page 46		75,906 71
Agreeing with Public Accounts balance, 1914, page 4		$ 33,942,367 94

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation		121,537 65			
" 1868 to 1879 included				19,459 64	13,901 87
" since	1880			1,614 01	705 54
" "	1881			1,741 97	1,299 77
" "	1882			2,002 71	1,902 41
" "	1883		17,230 32	2,361 65	2,188 08
" "	1884		5,279 87	2,315 37	1,494 99
" "	1885		4,700 64	2,271 57	3,652 63
" "	1886			2,311 70	4,143 47
" "	1887			2,175 37	5,864 78
" "	1888			2,216 04	2,801 17
" "	1889		17,964 45	2,421 14	2,002 63
" "	1890		24,571 96	2,138 40	1,935 44
" "	1891		21,696 74	2,011 08	4,460 16
" "	1892		3,585 34	2,168 44	1,944 33
" "	1893			2,136 66	1,994 34
" "	1894			2,216 68	924 55
" "	1895			2,161 63	915 50
" "	1896			2,094 91	1,678 49
" "	1897			2,135 60	707 06
" "	1898			2,049 67	692 04
" "	1899			2,244 12	1,494 93
" "	1900		1,596 88	2,181 43	2,681 10
" "	1901		3,610 06	2,128 25	1,681 44
" "	1902		15,549 27	2,262 39	984 36
" "	1903		9,344 89	2,288 63	1,671 83
" "	1904		7,984 41	2,334 67	1,690 61
" "	1905		14,900 90	2,479 66	1,716 35
" "	1906		7,307 39	2,582 95	3,872 75
" "	1907		4,260 00	2,064 62	1,142 79
" "	1908		3,338 79	2,894 76	2,121 43
" "	1909			2,994 78	3,693 19
" "	1910		1,925 08	4,137 64	1,752 66
" "	1911		1,200 23	3,527 69	2,353 81
" "	1912	4,306 28	3,998 58	3,584 10	2,259 46
" "	1913		2,678 37	3,530 02	2,449 44
" "	1914	1,384 63	1,364 71	4,599 36	2,015 86
Total		*127,228 56	174,028 88	105,839 31	88,799 26

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 42.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts	$ cts.	$ cts.
Govt. expenditure prior to Confederation		156,523 32			
" 1868 to 1879 included		300,564 93	46,193 57	4,607 66	15,682 80
" since	1880	80,120 54		400 00	
" "	1881	69,434 76		959 58	
" "	1882	484 00		1,920 54	200 63
" "	1883			2,089 19	232 42
" "	1884	2,471 40		2,601 47	367 85
" "	1885	16,820 15		1,929 11	183 11
" "	1886	2,316 85		2,360 67	297 81
" "	1887	1,087 75	750 00	2,777 13	343 23
" "	1888			3,217 77	1,588 40
" "	1889		500 00	3,085 29	353 38
" "	1890			3,110 15	255 34
" "	1891	972 65	510 53	3,255 30	312 02
" "	1892	14,387 00	30,936 82	3,007 70	1,461 24
" "	1893	811 59	9,987 78	2,938 15	1,856 30
" "	1894	437 05	3,852 21	2,935 94	1,986 70
" "	1895	868 44	26,222 46	2,499 81	353 55
" "	1896	1,455 21	16,743 64	2,182 04	260 90
" "	1897			2,728 38	1 20
" "	1898		111 70	2,785 25	453 85
" "	1899			2,819 86	456 61
" "	1900			2,833 24	1,483 30
" "	1901		2,311 26	2,730 44	841 63
" "	1902		10,014 43	2,939 81	274 44
" "	1903			2,836 49	764 11
" "	1904			3,126 94	122 45
"	1905		3,000 10	2,969 90	1,095 90
" "	1906			3,239 19	253 65
" "	1907			2,468 78	246 87
" "	1908			3,371 13	942 64
" "	1909			3,282 22	532 78
" "	1910			3,449 43	238 14
" "	1911			4,180 96	473 44
" "	1912		5,208 18	4,768 20	361 49
" "	1913		39,143 77	5,144 13	867 78
" "	1914		48,455 79	5,251 36	618 88
		648,755 64			
Less—Refunds in 1897 8		208 50			
Total		*648,547 14	243,942 24	106,803 21	35,704 84

* Expenditure as above ..... $ 648,547 14
Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1914, page 4 ..... $ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

TAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure on Confederation	1882		748 65		
" " "	1883	4,831 80			
" " "	1884	50,878 12			
" " "	1885	92,473 97			
" " "	1886	65,561 51			
" " "	1887	49,617 92			
" " "	1888	54,166 57			
" " "	1889	89,486 18			
" " "	1890	22,226 23			*
" " "	1891	17,114 78		*	*
" " "	1892	29,771 65		*	*
" " "	1893			*	*
" " "	1894			*	*
" " "	1895			*	*
" " "	1896			*	*
" " "	1897	10,720 50		*	*
" " "	1898			*	*
" " "	1899			*	*
" " "	1900	2,750 00		*	*
Total		†489,599 23	748,65	*	*

* Included in Rideau Canal since 1890. No expenditure since 1900.
† Agreeing with Public Accounts, 1914, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	309,371 31	.....	.....	.....
" since " "	1880	561 50	.....	1,188 92	3,568 89
" " " "	1881	.....	.....	2,489 93	2,233 50
" " " "	1882	.....	5,836 51	2,011 92	3,115 50
" " " "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " "	1885	121,382 84	.....	3,303 87	4,653 50
" " " "	1886	75,103 30	.....	1,639 75	5,917 88
" " " "	1887	179,541 63	.....	1,938 08	6,008 88
" " " "	1888	114,879 35	.....	1,770 29	5,151 42
" " " "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " "	1890	58,644 50	11,522 65	3,450 99	730 55
" " " "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " "	1896	292,976 08	6,185 75	4,349 34	3,329 97
" " " "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " "	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " "	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " "	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " "	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " "	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " "	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " "	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " "	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " "	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " "	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " " "	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " " "	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
" " " "	1912	1,746,095 48	97,254 20	44,811 08	50,175 72
" " " "	1913	1,162,605 75	41,499 98	47,431 26	50,049 83
" " " "	1914	1,146,383 31	38,259 19	48,777 82	54,184 46
Total	....	* 13,611,034 95	834,804 27	423,715 53	581,989 92

* Total expenditure on Capital Account as above..... .... $13,611,034 95

LESS—Expenditure prior to Confederation.....$ 309,371 31

" Year 1880..... .... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1914, page 4..... .... $13,301,102 14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
" " 1868 to 1879 included		9,445,618 44	125,341 53	583,160 88	771,359 96
" " since	1880	1,252,924 75		63,198 10	76,535 25
" " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " "	1884	432,336 21		113,276 87	90,926 97
" " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " "	1898		34,803 25	84,806 54	59,571 66
" " "	1899		30,099 84	86,110 88	56,270 60
" " "	1900	18,167 29	37,164 84	84,883 36	59,507 64
" " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
" " "	1912	159,946 87	28,238 13	149,848 27	105,056 89
" " "	1913	347,711 15	39,674 82	156,598 55	93,231 29
" " "	1914	192,346 90	77,476 08	173,368 13	102,520 46
Total		29,443,297 91	1,432,361 43	4,209,054 49	3,422,762 34

* Total expenditure as above	$ 29,443,297 91
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts Balance Sheet, 1914, page 4	$ 29,221,077 91
Original cost of construction, including first enlargement	$ 7,693,824 03
Enlargement, including new Welland Canal	21,749,472 98
Total expenditure as above	$ 29,443,297 91

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND SHIP CANAL.

	Year Ending.	Capital.
		$ cts.
Government expenditure since Confederation	1914	994,257 60
Total		994,257 60

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Concluded.*

WILLIAMSBURG CANAL.

	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,142 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 26
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,562 94	3,230 07
" " "	1873						6,424 49	7,547 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,119 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 61	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,741 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,032 84

" " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
" " "	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
" " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
" " "	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
" " "	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
" " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
" " "	1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 / 308,556 26 }	5,573 69	23,399 45	21,492 46
" " "	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
" " "	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " "	1908	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
" " "	1909	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
" " "	1910	.....	.....	.....	.....	.....	20,682 88	29,645 76
" " "	1911	.....	.....	.....	.....	2,622 39	21,893 61	21,681 75
" " "	1912	.....	.....	.....	3,200 00	43,965 21	25,753 98	26,875 25
" " "	1913	.....	1,372 82	.....	1,372 82	88,974 46	32,269 54	28,214 13
" " "	1914	.....	913 56	.....	913 56	35,155 43	32,194 46	34,701 99
Total	.....	877,090 57	6,121,213 70	2,158,242 00	*10,491,098 07	282,467 03	552,464 59	535,735 92

* Original construction..... $ 1,320,655 54
Cost of enlargement..... 9,170,442 53

Total... ..... $10,491,098 07

Included in total cost of St. Lawrence River and Canals, *see* page 53.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, Sept. 1, 1914.

STATEMENT showing the amounts expended on Construction and Enlargement of Canals, to March 31, 1914.

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
*Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,173,882 04	13,763,414 89
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,130 84	4,167,454 21
Sault Ste. Marie	4,994,372 51		4,994,372 51
Soulanges	7,777,675 02		7,777,675 02
Ste. Anne's, Lock and Canal	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours Lock	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	13,611,034 95		13,611,034 95
Welland	7,693,824 03	21,749,473 88	29,443,297 91
Welland Ship Canal	994,257 60		994,257 60
Williamsburg: Farran's Point		877,090 57	10,491,098 07
Williamsburg: Galops		6,121,213 70	
Williamsburg: Rapide Plat		2,158,242 00	
Williamsburg: Williamsburg	1,320,655 54	13,896 26	
Total	50,392,022 81	56,554,791 26	106,946,814 07

*Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1914.

	Year ending.	Capital.	Income.	Revenue. Staff.	Revenue. Repairs.	Revenue received.
		$ c.	$ c.	$ c.	$ c.	$ c.
Government expenditure prior to Confederation, including Imperial Government expenditure		20,593,866 13	98,378 46			
Government expenditure 1868 to 1879 included		17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 31		195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
*Total		106,946,814 07	7,637,520 63	14,040,608 88	11,625,317 55	15,329,362 83

* This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specified canals.

† Canal tolls abolished this year.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, Sept. 1, 1914.

MISCELLANEOUS CANALS EXPENDITURE.

STATEMENT showing the Expenditure from Confederation to March 31, 1914.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1868 to 1879			1,860 00	104,726 70	106,586 70
Govt. expenditure since	1880		2,561 55	323 16	2,884 71
" "	1881		2,338 41	5,535 22	7,873 63
" "	1882			9,826 23	9,826 23
" "	1883		11,781 27	6,978 54	18,759 81
" "	1884		7,486 62	8,305 41	15,792 03
" "	1885		16,725 47	1,210 61	17,936 08
" "	1886		20,323 62	776 30	21,099 92
" "	1887		23,512 00	649 04	24,161 04
" "	1888		34,533 07	5,799 83	40,332 90
" "	1889		10,091 87	5,207 64	15,299 51
" "	1890		16,426 69	49,550 21	65,976 90
" "	1891		16,925 31	56,922 05	73,847 36
" "	1892		6,540 49	65,074 07	71,614 56
" "	1893		8,498 41	63,965 54	72,463 95
" "	1894		2,883 11	60,265 22	63,148 33
" "	1895		4,132 28	60,769 56	64,901 84
" "	1896		10,893 40	70,340 22	81,233 62
" "	1897		2,937 47	62,777 12	65,714 59
" "	1898		1,719 69	56,284 42	58,004 11
" "	1899		1,318 79	66,850 29	68,169 08
" "	1900		11,873 35	58,836 57	70,709 92
" "	1901		12,267 99	61,938 61	74,206 60
" "	1902		3,658 23	65,770 65	69,428 88
" "	1903		2,491 84	63,175 19	65,667 03
" "	1904		3,730 79	66,067 30	69,798 09
" "	1905		1,498 14	64,515 07	66,013 21
" "	1906		9,160 44	62,171 45	71,331 89
" "	1907		9,687 55	66,251 27	75,938 82
" "	1908	14,999 70	24,760 08	105,518 99	145,278 77
" "	1909	5,034 00	28,819 54	106,065 87	139,919 41
" "	1910		29,421 06	111,755 68	141,176 74
" "	1911		54,734 48	103,398 27	158,132 75
" "	1912	5,999 20	57,151 70	110,049 21	173,200 11
" "	1913	3,809 24	39,026 95	121,370,46	164,206 65
" "	1914	5,124 55	37,887 51	147,729 40	190,741 46
Total		34,966 69	529,659 17	2,076,751 37	2,641,377 23

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

STATEMENT of the Canals Revenue received during year ending March 31, 1914.

Collection Divisions.	Wharfage, Storage, Harbour Dues, etc.	Hydraulic and other Rents.	Total.
	$ cts.	$ cts.	$ cts.
Welland Canal	.....	588 00	588 00
Port Colborne	88 40	6,701 26	6,789 66
Port Colborne Elevator	101,422 78	.....	101,422 78
Port Dalhousie	449 59	62,875 61	63,325 20
Totals	101,960 77	70,164 87	172,125 64
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)	.....	14,788 15	14,788 15
" " (Soulanges Canal)	75 00	3,446 00	3,521 00
Cornwall	1,302 03	7,633 50	8,935 53
Cardinal—Williamsburg Canals	28 00	2,663 00	2,691 00
Lachine Canal (Montreal)	15,052 97	133,942 81	148,995 78
" " (Lachine)	1,902 06	.....	1,902 06
Totals	18,360 06	162,473 46	180,833 52
Chambly Canal	.....	594 00	594 00
Chambly	.....	.....	.....
St. John's	.....	15 00	15 00
St. Ours Lock	.....	.....	.....
Totals	.....	609 00	609 00
Ottawa River Canals—			
Carillon & Grenville Canal	.....	187 00	187 00
" " Grenville	.....	5 00	5 00
" " Carillon	10 00	339 00	349 02
Ste. Anne's Lock	123 72	151 00	274 70
Chats Falls Canal	.....	1 00	1 00
Totals	133 72	683 00	816 72
Rideau Canal	.....	1,968 00	1,968 00
Ottawa	346 50	3,516 90	3,863 40
Kingston Mills	20 00	512 00	532 00
Smiths Falls	35 00	172 20	207 20
Totals	401 50	6,169 10	6,570 60
St. Peter's Canal	.....	2 00	2 00
Murray Canal	.....	235 00	235 00
Trent Canal	10 00	18,451 42	18,461 42
Sault Ste. Marie Canal	45 00	489 16	534 16
Grand totals	120,911 05	259,277 01	380,188 06
Net amount deposited to the credit of the Receiver General	.....	.....	380,188 06

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT of Hydraulic and other rents, showing rent accrued, paid and balances yet due March 31, 1914.

Balance due April 1, 1913.	Hydraulic and other rents accrued 1913-14.	Lock House rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the Receiver General.		Balance due Mar. 31, 1914	Totals.
						Lock House rents.	Hydraulic rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
72,811 13	57,207 51	588 00	130,606 64	Welland	3,348 58	588 00	69,576 87	57,093 19	130,606 64
5,961 17	3,448 00	354 00	9,763 17	Williamsburg		354 00	2,309 00	7,100 17	9,763 17
3,568 87	7,629 50		11,198 37	Cornwall			7,633 50	3,564 87	11,198 37
7,177 84	14,858 15		22,035 99	Beauharnois	736 00		14,788 15	6,511 84	22,035 99
32,169 71	138,579 70	204 00	170,953 41	Lachine	11,966 40	204 00	133,738 81	25,044 20	170,953 41
886 84	119 00	594 00	1,599 84	Chambly		594 00	15 00	990 84	1,599 84
6,634 11	4,333 50	1,968 00	12,935 61	Rideau	129 65	1,968 00	4,201 10	6,636 86	12,935 61
983 33	16,460 79	1,290 00	18,734 12	Trent		1,290 00	17,161 42	282 70	18,734 12
77 51	490 84		568 35	Sault Ste. Marie	19 19		489 16	60 00	568 35
28,115 08	869 50	187 00	29,171 58	Carillon and Grenville	171 27	187 00	344 00	28,469 31	29,171 58
	3,050 00	396 00	3,446 00	Soulanges		396 00	3,050 00		3,446 00
5 00	41 00	350 00	396 00	Sundry Canals		350 00	39 00	7 00	396 00
158,390 59	247,087 49	5,931 00	411,409 08	Totals	16,371 09	5,931 00	253,346 01	135,760 98	411,409 08

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

W. C. LITTLE.
Accountant.

SESSIONAL PAPER No. 20

RECAPITULATION—Statement of Expenditure by Canal to March 31, 1914.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	351,431 74	735,948 95	528,788 63	5,798,262 28
Chambly	731,696 52	737,411 84	876,569 65	827,542 00	3,173,220 01
Cornwall	7,242,804 21	563,953 80	1,386,123 83	875,181 11	10,068,062 95
Culbute Lock	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	13,763,414 89	1,397,987 56	2,448,967 19	1,817,686 93	19,428,056 57
Lake St. Francis	75,906 71	25,043 68			100,949 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	122,858 97	88,598 75	1,561,827 54
Rideau	4,167,454 21	516,615 31	1,541,503 22	1,505,971 31	7,731,544 65
Sault Ste. Marie	7,777,675 02	118,781 80	422,278 45	362,244 95	8,680,980 22
Soulanges	4,994,372 51	280,098 04	343,939 39	292,049 54	5,910,459 48
Ste. Anne's Lock	1,170,215 63	77,001 40	103,459 73	129,534 67	1,480,211 43
St. Lawrence Riv. and Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours' Lock	127,228 56	174,028 88	105,839 31	88,799 26	495,897 01
St. Peter's	648,547 14	243,942 24	106,803 21	35,704 84	1,034,997 43
Tay	489,599 23	748 65			490,347 88
Trent	13,611,034 95	834,804 27	423,715 53	581,989 92	15,451,544 67
Welland	29,443,297 91	1,432,361 43	4,209,054 49	3,422,762 34	38,507,476 17
Welland Ship Canal	994,257 60				994,257 60
Williamsburg	1,334,551 80				
" Farran's Point	877,090 57				
" Galops	6,121,213 70	282,467 03	552,464 59	535,735 92	11,861,765 61
" Rapide Plat	2,158,242 00				
Total	106,946,814 07	7,637,520 63	14,040,608 88	11,625,317 55	140,250,261 13
*Expenditure Canals General	34,966 69	529,659 17		2,076,751 37	2,641,377 23
Total expenditure on Canals	106,981,780 76	8,167,179 80	14,040,608 88	13,702,068 92	142,891,638 36

*See page 64.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income
		$ cts.	$ cts.
Government expenditure since Confederation	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
" " "	1914		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

CANADA EASTERN RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
" " "	1909	
" " "	1910	
" " "	1911	
" " "	1912	
" " "	1913	
" " "	1914	
Total		*819,000 00

* Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1871	30,148 32		
" " "	1872	189,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908	600 00		
" " "	1909	937 77		
" " "	1910			
" " "	1911	2,918 35		
" " "	1912			
" " "	1913			
" " "	1914			
Total		*62,789,776 09	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1913-1914, page 8.

(1)	Including	$ 2,210,000 00	on account subsidy.
(2)	"	5,323,076 60	"
(3)	"	7,254,208 27	"
(4)	"	6,862,201 00	"
(5)	"	2,890,427 00	"
(6)	"	460,087 13	"
		†$25,000,000 00	

† *See* also statement page 84 and following for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts
Government expenditure since Confederation	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
Total		‡3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, *see* page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1886	85,610 69	
" " "	1887	2,299 62	
" " "	1888	500 17	
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
Total		88,410 48	
* Less amount received from city of St. John, N.B.		40,000 00	
Net cost		48,410 48	

* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
" " "	1912		
" " "	1913		
" " "	1914		
Total		*1,464,000 00	

* Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887	.....	94,254 04	64,107 10
" " "	1888	.....	90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890	.....	79,102 77	84,658 95
" " "	1891	3,255 40	*	†
Total		‡1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

HUDSON BAY RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1909	92,427 83
" "	1910	53,042 63
" "	1911	184,149 81
" "	1912	159,632 00
" "	1913	1,009,063 15
" "	1914	4,498,717 25
Total		6,087,032 67

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

INTERCOLONIAL RAILWAY*.

—	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since 1868 to 1879 included		25,847,852 40		13,382,773 41	3,670,469 65
" " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "	1881	608,732 80		1,780,353 53	1,777,856 76
" " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "	1886	544,958 17		2,508,473 10	2,406,858 88
" " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " "	1890	365,246 48		3,500,455 89	2,958,243 38
" " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " "	1897	145,142 60		2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " "	1903	2,254,256 68		6,214,496 38	6,366,884 53
" " "	1904	1,880,856 60		7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " "	1906	3,765,170 90		7,599,400 33	7,693,282 40
" " "	1907	1,506,209 26		6,045,597 15	6,293,751 52
" " "	1908	4,363,494 01		9,195,347 64	9,229,989 21
" " "	1909	3,867,232 16		9,364,256 10	8,583,100 79
" " "	1910	1,278,409 45		8,668,620 23	9,328,888 97
" " "	1911	762,869 06		9,613,774 77	9,911,974 83
" " "	1912	1,710,448 56		10,624,889 89	10,666,962 44
" " "	1913	2,391,987 53		12,009,953 31	12,052,729 39
" " "	1914	4,329,694 68		12,893,735 98	12,940,066 52
Total		*92,014,218 36	280,000 00	192,940,117 68	185,632,707 01

* Continued page 75.

* Including $296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

INTERCOLONIAL RAILWAY.—*Continued.*

Total cost of construction as shown on page 74		†$92,014,218 36
Less amounts transferred from Capital to Consolidated Fund as follows:—		
European and North American Railway from 1868 to 1873	$ 88,363 18	
Nova Scotia Railway from 1868 to 1873	208,509 72	
		296,872 90
		$91,717,345 46
To which add the following—		
Canada Eastern Railway, page 69		819,000 00
Cape Breton Railway, page 71		3,860,679 14
Drummond County Railway, page 72		1,464,000 00
Eastern Extension Railway, page 73		1,324,042 81
Montreal and European Short Line Railway, page 76		333,942 72
Oxford and New Glasgow, page 77		1,949,063 21
Total capital cost of Intercolonial Railway System		*$101,468,073 34

*Agreeing, less outstanding cheques, with Public Accounts, 1913–1914, page 4.

†Includes $220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1885	49,587 45	
" " "	1886	135,214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
Total		*333,942 72	

*Included in total cost of Intercolonial Railway system, page 75.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1904	6,249 40		
" " "	1905	778,491 28		
" " "	1906	1,841,269 95		
" " "	1907	5,537,867 50		
" " "	1908	18,910,449 41		
" " "	1909	24,892,422 68		
" " "	1910	19,968,126 86		
" " "	1911	23,488,208,40		
" " "	1912	21,110,683 05		
" " "	1913	13,766,916 39		
" " "	1914	12,670,108 27	94,074 10	44,634 11
Total		*142,970,793 19	94,074 10	44,634 11

*Agrees with Public Accounts Balance Sheet, 1913-1914, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

OXFORD AND NEW GLASGOW RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
Total		‡1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 75. Add $220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....		3,114,735 11	.....	.....
" since 1874 to 1879 included.		3,805,633 64	943,532 91	534,975 38
"	1880	16,539 82	164,640 55	113,851 11
"	1881	.....	203,122 88	131,131 43
"	1882	402 03	228,259 97	137,267 54
"	1883	57,186 02	252,808 41	146,170 42
"	1884	130,663 38	236,428 13	144,504 12
"	1885	76,956 56	211,207 01	158,588 07
"	1886	4,668 33	216,744 34	155,584 36
"	1887	5,860 00	204,237 45	155,303 37
"	1888	.....	229,639 95	158,363 62
"	1889	.....	247,559 44	171,369 56
"	1890	.....	266,485 85	160,971 78
"	1891	.....	257,990 08	174,258 05
"	1892	8,300 49	289,706 38	157,442 69
"	1893	.....	226,422 17	162,690 42
"	1894	.....	226,891 06	158,533 83
"	1895	.....	232,905 19	149,654 78
"	1896	.....	225,138 56	146,476 54
"	1897	.....	240,489 90	153,443 13
"	1898	17,541 88	231,418 74	158,950 61
"	1899	22,000 00	218,053 01	165,012 03
"	1900	53,546 02	220,931 81	174,738 73
"	1901	280,173 93	261,766 24	193,883 48
"	1902	475,997 94	270,159 97	197,999 93
"	1903	829,414 18	259,637 82	217,714 24
"	1904	698,877 47	335,695 44	234,390 03
"	1905	591,412 65	370,464 44	217,330 61
"	1906	496,124 89	294,253 16	257,270 57
"	1907	91,710 52	283,148 50	215,134 97
"	1908	390,461 83	399,947 79	304,579 83
"	1909	561,206 99	400,330 41	311,319 63
"	1910	206,396 97	427,283 73	319,074 74
"	1911	94,320 56	424,104 00	337,419 55
"	1912	128,011 91	449,962 91	367,203 39
"	1913	103,001 03	489,972 34	389,474 07
"	1914	129,574 95	571,415 37	409,616 74
Total.....		*8,920,369 01	11,012,756 01	7,741,993 34

* Agrees with Public Accounts Balance Sheet, 1913-1914, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

QUEBEC BRIDGE.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
" " "	1912	603,293 07	
" " "	1913	1,512,825 96	
" " "	1914	2,604,105 61	
Total		4,947,788 04	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total		*4,947,788 40	434,655 14
*Expenditure as above			4,947,788 04
Add amounts paid by the Finance Department not included above:—			
Amount guaranteed by Act of 1903, Chap. 54		6,424,781 00	
Amount paid to the Province of Quebec		250,000 00	
Amount paid to city of Quebec		300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award		485 20	6,975,266 20
			$11,923,054 24
Less amount received from The Phœnix Bridge Co			100,000 00
Agrees with Public Accounts Balance sheet, page 2			$11,823,054 24
To which add the expenditure under Income during 1909 and 1910		534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903		374,353 33	909,008 47
Total expenditure to date of March 31, 1914			$12,732,062 71

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure since Confederation	1902	283,323 55
Total		*283,323 55

* Included in Public Accounts Balance Sheet, 1902–1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing amount expended on Capital Account on Railways.

Railways.		
	$ cts.	$ cts.
Intercolonial, pages 74-75	91,717,345 46	
Cape Breton, page 71	3,860,679 14	
Oxford and New Glasgow, page 77	1,949,063 21	
Eastern Extension, page 73	1,324,042 81	
Drummond County, page 72	1,464,000 00	
Montreal and European Short Line, page 76	333,942 72	
Canada Eastern, page 69	819,000,00	
Total		101,468,073 34
Carleton Branch, page 71		48,410 48
Prince Edward Island, page 78		8,920,369 01
Canadian Pacific, page 70		62,789,776 09
Annapolis and Digby, page 68		660,683 09
Yukon Territory Works (Stikine–Teslin Ry.), page 79		283,323 55
National Transcontinental, page 77		142,970,793 19
Governor General's Cars		71,538 82
Hudson Bay Railway, page 73		6,087,032 67
Total		323,300,000 24
Memo re Recapitulation—Railways.		
Total cost as per statement above		323,300,000 24
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, *see* statement, page 75		296,872 90
Agreeing with total amount paid on Construction, as per statement, page 81		*323,596,873 14

* Amounts paid for Quebec Bridge, page 79, and amount of Miscellaneous Expenditure, page 82, not included in above.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since " "	1868	483,353 65	359,961 08	420,752 58
" " " "	1869	282,615 18	387,548 47	455,022 76
" " " "	1870	1,729,381 49	445,208 75	471,245 09
" " " "	1871	2,946,930 45	442,993 31	565,713 52
" " " "	1872	5,620,569 67	595,076 22	622,909 56
" " " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " " "	1883	11,767 619 02	2,636,551 70	2,541,205 41
" " " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " " "	1909	29,414,227 34	9,764,586 51	8,894.4 0 42
" " " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " " "	1911	24,532,466 18	10,037,878 77	10,249,394 38
" " " "	1912	23,108,805 52	11,074,852 80	11,034,165 83
" " " "	1913	17,375,968 10	12,499,925 65	12,442,203 46
" " " "	1914	21,628,095 15	13,559,225 45	13.394,317 37
Total	.....	*323,636,873 14	205,821,938 02	194,277,273 89

Total amount paid on construction	$323,636,873 14
Less amount received from the City of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Cost of construction	†$323,596,873 14

* Amount paid for Quebec Bridge and amount of Capital Expenditure, page 82, not included.
† Agreeing with amount expended on Capital Account on Railways, etc., see page 80.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

MISCELLANEOUS EXPENDITURE ON RAILWAYS.

STATEMENT Showing the Expenditure from Confederation to March 31, 1914 yearly.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts	$ cts	$ cts.	$ cts
Gov't exp. prior to Confederation.....					
" since " 1868 to	1876				
" " "	1877			43,639 97	43,639 97
" " " 1878 to	1883				
" " "	1884		62,256 58		62,256 58
" " "	1885		11,003 38		11,003 38
" " "	1886		10,383 59		10,383 59
" " "	1887		23,545 34		23,545 34
" " "	1888		22,898 90		22,898 90
" " "	1889		16,552 64		16,552 64
" " "	1890		50,909 74		50,909 74
" " "	1891		16,314 41		16,314 41
" " "	1892		19,062 51		19,062 51
" " "	1893		4,313 73		4,313 73
" " "	1894		4,855 11		4,855 11
" " "	1895		13,221 27		13,221 27
" " "	1896		6,562 20		6,562 20
" " "	1897		5,118 99		5,118 99
" " "	1898		8,327 96	1,400 00	9,727 96
" " "	1899		67,005 86		67,005 86
" " "	1900		33,496 99		33,496 99
" " "	1901		28,658 78		28,658 78
" " "	1902		21,752 58		21,752 58
" " "	1903		15,570 43		15,570 43
" " "	1904		85,353 17		85,353 17
" " "	1905		97,507 00		97,507 00
" " "	1906		99,018 80		99,018 80
" " "	1907		92,115 62		92,115 62
" " "	1908		178,266 39		178,266 39
" " "	1909		181,615 90		181,615 90
" " "	1910		200,329 52		200,329 52
" " "	1911		218,178 85	1,000 00	219,178 85
" " "	1912		257,670 45	3,950 00	261,620 45
" " "	1913		360,812 49	4,500 00	365,312 49
" " "	1914	18,000 00	384,018 59	11,300 00	413,318 59
Total.....		18,000 00	2,596,697 77	65,789 97	2,680,487 74

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1914.

SESSIONAL PAPER No. 20

MISCELLANEOUS EXPENDITURE ON RAILWAYS AND CANALS.

STATEMENT Showing Expenditure common to both Railways and Canals from Confederation to March 31, 1914.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Gov't exp. prior to Confederation					
" since " 1868 to	1878		232,839 35	69,113 66	301,953 01
" " " 1879 to	1892				
" " "	1893		28,640 93		28,640 93
" " "	1894		15,746 31		15,746 31
" " "	1895		19,304 87		19,304 87
" " "	1896		25,194 21		25,194 21
" " "	1897		25,142 90	597 39	25,740 29
" " "	1898		28,042 10		28,042 10
" " "	1899		22,085 19		22,085 19
" " "	1900		22,802 18		22,802 18
" " "	1901		33,986 68		33,986 68
" " "	1902		34,138 50		34,138 50
" " "	1903		35,398 00		35,398 00
" " "	1904		36,262 32		36,262 32
" " "	1905		38,660 52		38,660 52
" " "	1906		37,484 64		37,484 64
" " "	1907		34,183 75		34,183 75
" " "	1908		45,115 99		45,115 99
" " "	1909		20,912 04		20,912 04
" " "	1910		4,706 79		4,706 79
" " "	1911		2,369 52		2,369 52
" " "	1912		2,922 06		2,922 06
" " "	1913		9,338 17		9,338 17
" " "	1914		5,671 08		5,671 08
Total			760,948 10	69,711 05	830,659 15

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

STATEMENT showing the TOTAL EXPENDITURE and REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1914.

TOTAL EXPENDITURE		$749,050,192 28
Expenditure on Railways	$532,379,298 90	
" Quebec Bridge	5,382,443 18	
" Railway Subsidies	67,566,152 69	
" Canals	142,891,638 36	
" Miscellaneous	830,659 15	
Total expenditure		$749,050,192 28
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	$435,247,569 04	
Revenue "	233,700,116 84	
Income "	12,536,353 71	
Consolidated Fund—Railway Subsidies	67,566,152 69	
Total expenditure		$749,050,192 28
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* pages 80 and 82	$323,318,000 24	
Income—*See* pages 74, 75 and 82	3,173,570 67	
Revenue—*See* pages 81 and 82	205,887,727 99	
		$532,379,298 90
Quebec Bridge—		
Capital—*See* page 79	$ 4,947,788 04	
Income—*See* page 79	434,655 14	
		5,382,443 18
Railway Subsidies—*See* pages 86 to 97	$67,566,152 69	
		67,566,152 69
Canals—		
Capital—*See* pages 63 and 83	$106,981,780 76	
Income—*See* pages 63 and 83	8,167,179 80	
Revenue—*See* pages 63 and 83	27,742,677 80	
		142,891,638 36
Miscellaneous Expenditure—		
Income—*See* page 83	$760,948 10	
Revenue—*See* page 83	69,711 05	
		830,659 15
Total expenditure		$749,050,192 28
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—		
Railways—		
Capital—Including Quebec Bridge	$328,265,788 28	
Consolidated Fund (Income and Revenue)—		
Railway Subsidies, etc.	277,062,106 49	
		$605,327,894 77
Canals—		
Capital	$106,981,780 76	
Consolidated Fund (Income and Revenue)	35,909,857 60	
		142,891,638 36
General Expenditure—		
Consolidated Fund (Income and Revenue)	$830,659 15	
		830,659 15
Total expenditure		$749,050,192 28
TOTAL REVENUE RECEIVED from July 1, 1867 to March 31, 1914—		
Railways—*See* page 81	$194,277,273 89	
Canals—*See* page 63	15,329,362 83	
Total Revenue		$209,606,636 72

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1914.

SUBSIDY STATEMENTS

I.—Statement showing the Railway Subsidies paid during the year ending March 31, 1914.

II.—Statement of Railway Subsidies paid from July 1, 1873, to March 31, 1914.

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1914.

	NAME OF RAILWAY.		Amount.
1.	Algoma Eastern Railway Company, Ontario (Formerly Manitoulin and North Shore Railway Company)—		
	From Little Current thence crossing Canadian Pacific Railway at or near Stanley to Sudbury		$ 179,897 01
2.	Canadian Northern Pacific Railway Company, B.C.—		
	From a point at Yellow Head Pass to Vancouver and the mouth of the Fraser River		2,520,281 00
3.	Canadian Northern Alberta Railway Company, Alberta—		
	From the city of Edmonton in the province of Alberta to the boundary of the province of British Columbia at the Yellow Head Pass		2,832,024 00
4.	Canadian Northern Ontario Railway Company, Ontario—		
	From Ottawa to Port Arthur	$7,585,687 08	
	From Toronto to Ottawa	1,363,122 39	
			8,948,809 47
5.	Northern New Brunswick and Seaboard Railway, N.B.—		
	From Drummond Mines at Austin Brook to a point on the Intercolonial Railway		21,632 00
6.	Algoma Central and Hudson Bay Railway, Ontario—		
	From Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton Station in District of Algoma.		
	From a point fifty miles northerly from the junction of its line of railway with Canadian Pacific Railway northerly with National Transcontinental Railway		456,304 00
7.	St. John and Quebec Railway Company, N.B.—		
	From Andover to St. John, N.B.		364,617 42
8.	Central Railway Company of Canada, Quebec—		
	From a point at or near Ste. Agathe des Monts Station towards the township of Howard in county of Argenteuil, etc.		30,145 02
9.	Temiskaming and Northern Ontario Railway Company, Ont.—		
	From North Bay to Cochrane, 333·45 miles		2,134,080 00
10.	Southampton Railway Company, N.B.—		
	From a point at or near Millville to a point on the St. John River, N.B., near Pokiok Bridge		32,837 12
11.	Lake Erie and Northern Railway, Ontario—		
	From the town of Galt to Port Dover		135,129 60
12.	Quebec and Saguenay Railway Company, Quebec—		
	From St. Joachim northeasterly		116,167 68
13.	Canadian Pacific Railway—		
	From Moosejaw in a northwesterly direction	$103,682 27	
	Saskatchewan Bridge over Saskatchewan River at Outlook	115,000 00	
	Bridge over North Saskatchewan River at Edmonton, Alberta	126,000 00	
			344,682 27
14.	Alberta Central Railway, Alberta—		
	From Red Deer to Rocky Mountain House		119,712 00
15.	Ha-Ha Bay Railway Company, Quebec—		
	(*a*) From a point on the Quebec and Lake St. John Railway, in the township of Jonquières, at or near St. Mathias, to Ha-Ha Bay not exceeding twenty miles;		
	(*b*) From Labrosse Junction to the Saguenay River northerly through the town of Chicoutimi; not exceeding five miles;		
	(*c*) From La Terrière Junction, southerly, to Lake Kenogami, via La Terrière Village; not exceeding twelve miles;		
	(*d*) From a point on the Ha Ha Bay Railway, at or near Bagotville Village, easterly, to the village of St. Alexis; not exceeding three miles		66,919 28

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1914.—*Concluded.*

NAME OF RAILWAY.	Amount.
16. Kettle Valley Railway Company, B.C.—	
From Merritt to Penticton wharf—	
From a point on the line between Merritt to Pentincton wharf, about 25 miles south of Merritt to a point on the Fraser River near Hope Station.	
From Midway to Merritt	$699,389 60
17. Central Ontario Railway, Ontario—	
From a point 1½ miles north of Bancroft to Whitney	969 30
18. Tilsonburg, Lake Erie and Pacific Railway Company, Ont.—	
From Ingersoll north to a junction with the St. Mary's Western Ontario Railway at Embro	32,640 00
Total	$19,036,236 77

DEPARTMENT OF RAILWAYS AND CANALS,
Ottawa, September 1, 1914.

W. C. LITTLE,
Accountant.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.						July 1, 1883, to June 30, 1907.
Authority.		Amount.	Number.	Railways.		
		$ cts.				$ cts.
46 Vict., chap.	25	156,800 00	1	International Railway, Quebec		156,800 00
53 "	2					
45 "	14	384,000 00				
46 "	25	80,000 00				
48-49 "	59	9,600 00				
49 "	10	186,295 00				
50-1 "	24	28,800 00				
51 "	3	96,000 00	2	Quebec and Lake St. John Railway, Quebec		1,160,471 50
52 "	3	64,000 00				
53 "	2	30,000 00				
54-5 "	8	5,250 00				
57-8 "	4	44,800 00				
46 "	24	89,600 00				
49 "	10	70,000 00				
50-1 "	24	12,800 00	3	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Ry., Ontario		208,732 80
52 "	3	32,000 00				
55-6 "	5	64,000 00				
47 "	8	272,000 00				
51 "	3	41,000 00	4	Pontiac Pacific Junction Railway, Quebec		193,578 00
53 "	2	24,000 00				
46 "	25	115,200 00				
47 "	8	76,800 00	5	Caraquette Railway, N. B.		224,000 00
50-1 "	24	32,000 00				
47 "	8	32,000 00				
49 "	10	57,600 00				
52 "	3	22,400 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec		557,788 31
53 "	2	48,000 00				
56 "	2	48,000 00				
57-8 "	4	70,400 00				
7-8 Ed. VII	63					
47 "	8	48,000 00	7	Kingston and Pembroke Railway, Ontario		48,000 00
45 "	14	660,000 00				
46 "	26	660,000 00	8	Northern and Pacific Junction Railway, Ontario		1,320,000 00
53 "	2					
47 "	8	128,000 00				
48-9 "	59	19,200 00				
49 "	10	32,000 00	9	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry.		374,839 84
48-9 "	59	24,439 84				
51 "	3	140,800 00				
57-8 "	4	35,200 00				
62-3 "	7					
47 "	8	60,342 00	10	Quebec Central Railway, Quebec		348,342 00
51 "	3					
7-8 "	63					
53 "	2	288,000 00				
48-9 "	59	72,000 00	11	Montreal and Sorel Railway, Quebec		93,757 57
53 "	2	40,000 00				
48-9 "	59	30,000 00				
50-1 "	24	64,000 00	12	Montreal and Champlain Junction Railway, Quebec		103,600 00
51 "	3	9,600 00				
46 "	25	38,400 00	13	Elgin, Petitcodiac and Havelock Railway, N.B.		82,652 82
51 "	3	44,252 82				
47 "	8	22,400 00	14	St. Louis and Richibucto Railway, N.B.		22,400 00
48-9 "	59	96,000 00				
49 "	10	38,400 00	15	Canada Atlantic Railway, Ontario		282,355 20
50-1 "	24	180,000 00				
47 "	6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C.		750,000 00
47 "	8	96,000 00	17	Erie and Huron Railway, Ontario		96,000 00
46 "	25	320,000 00				
47 "	8	300,000 00	18	Baie des Chaleurs Railway, Quebec		620,000 00
52 "	3					
				Carried forward		6,643,318 04

have been entered into and payments made up to March 31, 1914.

Payments.							Total, March 31, 1914.	Number.
1907–1908.	1908–1909.	1909–1910.	1910–1911.	1911–1912.	1912–1913	1913–1914.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							156,800 00	1
73,472 00				27,520 00			1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
256,870 40	55,449 60	164,172 29	144,608 51	86,468 03			1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
55,638 69			129,320 61		8,576 00		541,877 30	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
					365,440 00		1,115,440 00	16
							96,000 00	17
							620,000 00	18
385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00		8,010,854 17	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Amount	Number.	Railways.	July 1, 1883, to June 30, 1907.
	$ cts.			$ cts.
			Brought forward	6,643,318 04
48-9 Vic., c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry	113,440 00
50-1 " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec	217,600 00
49 " 10	11,200 00	3	L'Assomption, Railway, Quebec	11,200 00
49 " 10	32,000 00	4	Great Eastern Railway, Quebec	40,345 00
50-1 " 24	96,000 00			
56 " 2	64,000 00			
53 " 2	37,500 00			
47 " 8	160,000 00	5	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3				
49 " 10	96,000 00	6	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 " 24	6,400 00			
47 " 8	51,200 00	7	Albert Southern Railway, N.B.	50,460 00
52 " 3				
50-1 " 24	65,200 00	8	Lake Temiscamingue Colonisation Railway, Quebec	310,335 95
57-8 " 4	274,940 00			
49 " 10	38,400 00	9	Joggins Railway, N.S.	37,500 00
50-1 " 24	4,000 00			
45 " 14	240,000 00	10	Temiscouata Railway, N.B., and Quebec	645,950 00
48-9 " 58	258,000 00			
51 " 3	100,000 00			
53 " 2	51,200 00			
48-9 " 50	44,800 00	11	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00			
59 " 10	16,000 00	12	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	13	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2				
50-1 " 24	96,000 00	15	Drummond County Railway, Quebec	423,936 00
52 " 3	14,400 00			
53 " 2	76,800 00			
57-8 " 4	96,000 00			
48-9 " 59	128,000 00	16	Brockville, Westport and Sault Ste Marie Railway, Ontario	140,800 00
53 " 2				
54-5 " 8	64,000 00			
57-8 " 4				
49 " 10	32,000 00	17	Montreal and Lac Maskinonge Railway, Quebec	41,280 00
53 " 2	10,200 00			
50-1 " 24	54,400 00	18	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	19	Guelph Junction Railway, Ontario	46,000 00
48-9 " 54	22,400 00	20	Belleville and North Hastings Railway, Ontario	21,888 00
49 " 19				
49 " 10	108,800 00	21	Hereford Railway, Quebec	155,200 00
52 " 0	48,000 00			
50-1 " 23	118,400 00	22	Lake Erie and Detroit River Railway, Ontario	475,851 00
55-6 " 4	224,000 00			
62-3 " 5				
50-1 " 27	62,400 00	23	Beauharnois Junction Railway, Quebec	62,400 00
56 " 4				
50-1 " 24	138,400 00	24	St. Catharines and Niagara Central Ry., Ontario	38,400 00
55-6 " 5	108,000 00			
57-8 " 4	108,800 00			
52 " 3	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B.	30,000 00
50-1 " 24	9,600 00	26	Harvey Branch Railway Co., N.B	5,553 57
55-6 " 5	240,000 00	27	Nova Scotia Central Railway Co., N.S.	235,200 00
61 " 1				
50-1 " 24	44,800 00	28	Cumberland Railway and Coal Co., N.S.	39,850 00
52 " 3	19,200 00	29	Pontiac and Renfrew Railway, Ontario	13,600 00
52 " 3	54,400 00	30	Thousand Islands Railway, Ontario	29,840 00
63-4 " 8				
			Carried forward	10,467,163 56

have been entered into and payments made up to March 31, 1914.—*Continued.*

Payments.							Total March 31, 1914.	Number.
1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00		8,010,854 17	
							113,440 00	1
							217,600 00	2
							11,200 00	3
							40,345 00	4
							144,000 00	5
							101,600 00	6
							50,460 00	7
							310,335 95	8
							37,500 00	9
							645,950 00	10
							51,200 00	11
							14,656 00	12
							15,360 00	13
							256,000 00	14
							423,936 00	15
							140,800 00	16
							41,280 00	17
							54,400 00	18
							46,000 00	19
							21,888 00	20
							155,200 00	21
							475,851 00	22
							62,400 00	23
							38,400 00	24
							30,000 00	25
							5,553 57	26
							235,200 00	27
							39,850 00	28
							13,600 00	29
							29,840 00	30
385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00		11,834,699 69	

5 GEORGE V., A. 1915

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority	Amount.	Number	Railways.	July 1, 1883, to June 30, 1907.
	$ cts.			$ cts.
			Brought forward	10,467,163 56
52 Vic. chap. 3	96,000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Que.	96,000 00
52 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24	57,600 00	3	Brantford, Waterloo and Lake Erie, Ry., Ontario	57,600 00
51 " 3	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario	271,200 00
53 " 2				
50-1 " 24				
53 " 2	192,000 00	5	Montreal and Ottawa Railway, Ontario	192,000 00
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	6	Cornwallis Valley Railway, N.S.	44,800 00
52 " 3				
52 " 3	320,000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway	410,688 00
60-1 " 4				
47 " 8				
51 " 3				
52 " 3	83,612 00			
53 " 2	142,400 00	8	Central Railway, N. B.	226,012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 1				
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec	361,270 00
57 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario	152,800 00
57-8 " 4	64,000 00	11	Shuswap and Okanagan Railway, B.C.	163,200 00
52 " 3	163,200 00			
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N. B	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C.	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec	168,814 50
53 " 2	57,600 00	16	St. Lawrence and Adirondack Railway, Quebec	149,481 60
55-6 " 5	25,024 00			
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S.	39,840 00
56 " 2	102,400 00	18	United Counties Railway Co., Quebec	188,816 00
57-8 " 4	102,400 00			
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Company, Quebec	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montford Colonization Railway, Quebec	167,440 00
60-1 " 4	66,000 00			
55-6 " 5	48,000 00	22	Lotbinière and Megantic Railway, Quebec	96,000 00
57-8 " 4	48,000 00			
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	24	Canadian Pac. Ry., B.C., Revelstoke to Arrow Lake.	80,000 00
57-8 " 4	121,600 00	25	Nakusp and Slocan Railway, B.C.	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S.	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Company, Ontario	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B.	14,848 00
57-8 " 4	*38,400 00	30	Gulf Shore Railway Company, N.B.	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Company, Ont.	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry.	160,000 00
*	*	34	Ottawa and New York Railway Company, Ontario	262,384 00
			Carried forward	15,681,384 88

have been entered into and payments made up to March 31, 1914.—*Continued.*

Payments.							Total March 31, 1914.	Number.
1907-08.	1908-09.	1909-10	1910 11.	1911-12.	1912-13.	1913-14.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
385,981 09	55,449 60	164,172 29	273,929 12	113,988 03	374,016 00		11,834,699 69	
							96,000 00	1
							375,000 00	2
							57,600 00	3
							271,200 60	4
							192,000 00	5
							44,800 00	6
4,243 20							414,931 20	7
							226,012 54	8
							361,270 00	9
							152,800 00	10
							163,200 00	11
							134,016 00	12
							88,800 00	13
							32,800 00	14
24,128 00					9,984 00		202,926 50	15
							149,481 60	16
							39,840 00	17
							188,816 00	18
							23,712 00	19
							779,712 00	20
							167,440 00	21
							96,000 00	22
							39,744 00	23
							80,000 00	24
							150,071 48	25
							87,808 00	26
							22,400 00	27
						32,640 00	117,431 48	28
							14,848 00	29
							53,699 20	30
							7,424 00	31
							30,720 00	32
							160,000 00	33
							262,384 00	34
414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	17,119,916 21	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to June 30, 1907.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	15,681,381 88
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4 / 63 " 3	500,000 00	2	Grand Trunk Ry. Co. 'Victoria Jubilee Bridge,' Que.	500,000 00
*7-8 Ed. VII, 63	"	3	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	178,408 07
"	"	4	East Richelieu Railway Co., Quebec	69,952 00
7-8 Ed. VII, 63	"	5	South Shore Ry. (Quebec, Montreal and Southern)	203,240 81
"	"	6	Pembroke Southern Railway, Ontario	64,000 00
"	"	7	Massawippi Valley Railway Co., Quebec	5,376 00
"	"	8	Inverness and Richmond Ry. Co., N.S., now Inverness Ry. and Coal Co	368,545 97
"	"	9	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T.	1,909,132 00
"	"	10	Canadian Pacific Railway Co. (Pipestone Branch)	160,000 00
6-7 Ed. VII, 40	"	11	Central Ontario Railway Co., Ontario	67,200 00
"	"	12	Midland Railway Co., N.S.	367,168 00
62-3 Vic., c. 7 / 63-4 " 8	1,000,000 00	13	Quebec Bridge Co., Quebec	374,353 33
"	"	14	St. Mary River Railway Co., N.W.T.	148,094 00
60-1 Vic., c. 4 / 63-4 " 2	212,500 00	15	Pontiac and Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII, c. 7	"	16	Atlantic and Lake Superior Ry., Quebec	144,969 02
1 " 7	"	17	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	"	18	York and Carleton Railway, N.B.	18,336 00
62-3 " 7 / 63-4 " 8 / 1 Ed. VII, c. 7	"	19	Algoma Central and Hudson Bay Railway, Ontario	924,976 00
"	"	20	Cape Breton Extension Railway, N.S.	182,400 00
"	"	21	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00
"	"	22	" (Selkirk Branch)	83,200 00
"	"	23	" (Dymont Branch)	22,336 00
"	"	24	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	"	25	Algoma Eastern Railway Co., formerly Manitoulin and North Shore Ry. Co., Ontario	32,000 00
"	"	26	Bay of Quinte Railway, Ont	141,722 45
"	"	27	Bruce Mines and Algoma Railway, Ont.	53,920 00
	"	28	Maganetawan River Railway Co., Ont.	3,552 00
	"	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75
"	"	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	435,200 00
"	"	31	Halifax and Southwestern Railway Co., N.S.	921,883 20
"	"	32	Northern Colonization Railway Co., Quebec	133,760 00
"	"	33	New Brunswick Coal and Railway Co., N.B.	48,000 00
"	"	34	Schomberg and Aurora Railway Co., Ont	46,144 00
"	"	35	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont	185,173 06
"	"	36	Middleton and Victoria Beach Ry. Co., N.S.	125,760 00
Ed. VII, c. 57	"	37	Nicola, Kamloops and Similkameen Coal and Ry. Co.	110,592 00
4 " 34	"	38	Canadian Pacific Ry. (Staynerville Branch)	9,600 00
6 " 43	"	39	Klondike Mines Railway	96,000 00
6 " 43	"	40	Kettle River Valley Ry. Co., B.C.	
6 " 43	"	41	Colchester Coal and Ry. Co., N.S.	
3 " 57	"	42	Minudie Coal Co., N.S.	
6 " 43 / 9-10 " 51	"	43	Atlantic, Quebec and Western Ry. Co., Quebec	
6 " 43	"	44	Napierville Junction Ry. Co., Quebec	
6-7 " 40	"	45	Edmonton, Yukon and Pac. Ry. Co., Alberta.	
6-7 " 40 / 7-8 " 63	"	46	Canadian Northern Ontario Ry. Co.	1,071,872 00
			Carried forward	29,173,716 54

†Of this amount, $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

have been entered into and payments made up to March 31, 1914—*Continued.*

Payments.							Total, March 31, 1914.	Number.
1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	
414,352 29	55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	17,119,916 21	
							3,404,720 00	1
							500,000 00	2
	189,849 60	187,494 40	169,536 00				725,288 07	3
							69,952 00	4
	43,414 55	184,320 00	60,000 00	23,835 70			†514,811 06	5
							64,000 00	6
							5,376 00	7
							368,545 97	8
							1,909,132 00	9
							160,000 00	10
76,861 36	35,404 64		24,601 32	826 17		969 30	205,862 79	11
31,892 40							399,060 40	12
							374,353 33	13
							148,094 00	14
							212,500 00	15
							a144,969 02	16
							58,560 00	17
14,560 00							32,896 00	18
				133,584 00	394,859 44	456,304 00	1,909,723 44	19
		14,400 00					196,800 00	20
							153,866 00	21
							83,200 00	22
							22,336 00	23
							64,000 00	24
			68,638 72		254,089 40	179,897 01	534,625 13	25
							141,722 45	26
							53,920 00	27
							3,552 00	28
							391,819 75	29
							435,200 00	30
316,567 73							1,238,450 93	31
	68,320 00	153,120 00					355,200 00	32
							48,000 00	33
							46,144 00	34
							185,173 06	35
							125,760 00	36
190,208 00							300,800 00	37
3,424 00							13,024 00	38
101,184 00							197,184 00	39
97,771 52				148,800 00	107,138 40	699,389 60	1,053,099 52	40
12,800 00							12,800 00	41
18,544 00							18,544 00	42
64,000 00	92,672 00	208,896 00	31,334 40	91,279 60	414,618 00		902,800 00	43
173,440 00							173,440 00	44
91,200 00							91,200 00	45
244,224 00	556,864 00	250,982 40	116,889 60			8,948,809 47	11,189,641 47	46
1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	46,360,062 60	

(*a*) Amount actually paid after deductions amounting to $1,521 82 made in 1905-06 (being for refunds, &c.), being the total of $146,490.84, previously reported, for which cheques had issued.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.						July 1, 1883 to June 30, 1907.
Authority.		Amount.		No.	Railways.	
		$	c.			$ c.
					Brought forward	29,173,716 54
7-8 Ed. VII.	c. 63			1	Maritime Coal and Railway Co	
7-8 "	63			2	St. Marys and Western Ontario Ry. Co.	
7-8 "	63			3	North Shore Ry. Co., formerly Beersville Coal and Ry Co	20,736 00
7-8 "	63			4	St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice	
7-8 "	63			5	Grand Trunk Pacific Ry. Co	
6	43			6	Canadian Pacific Ry. Co., Teulon to Icelandic River.	
7-8 "	63			7	Canadian Pacific Ry. Co., Moosejaw northwesterly	
7-8 "	63			8	Canadian and Gulf Terminal Ry. Co.	
6-7 "	49			9	Liverpool and Milltown Ry. 5 miles	
7-8 "	63			10	Thessalon and Northern Ry. Co	
7-8 "	34			11	Vancouver and Lulu Island Ry. Co	
7-8 "	51			12	Quebec and Saguenay Ry Co	
7-8 "	63			13	Canadian Pacific Ry., Winnipeg to Gimli	
9-10 "	51			14	Ha Ha Bay Railway Co., Q	
2 Geo. V	47			15	Northern New Brunswick and Seaboard Ry. Co., N.B	
3-4 "	46					
2 "	9			16	Can. Northern Pacific Ry. Co., B.C	
2 "	48			17	Fredericton and Grand Lake Ry. Co., N.B	
2 "	48			18	Southampton Railway Co., N.B	
2 "	48			19	St. John and Quebec Railway Co., N.B	
2 "	7			20	Canadian Northern Alberta Ry Co., Alta	
3-4 "	10					
2 "	48			21	Central Ry. of Canada, Q	
3-4 "	53			22	Temiskaming and Northern Ont Ry. Co	
2 "	48			23	Lake Erie and Northern Ry. Co., Ont	
2 "	48			24	Can. Pac. Ry., Bridge at Outlook	
2 "	48			25	Can. Pac. Ry., Bridge at Edmonton	
3-4 "	46			26	Alberta Central Railway, Alta	
					Total	29,194,452 54
37 Vic.,	ch. 14	186,500 annually for 20 years		27	Atlantic and Northwestern Railway	3,358,800 00
46 "	2	1,525,250 00		28	Canada Central Railway	1,525,250 00
47 "	8					
48-9 "	58	1,500,000 00		29	Canadian, Pacific extension	1,500,000 00
					Total	35,578,502 5

* Acts of Parliament, 60-61 Victoria, Cap. 4; 62-63 Victoria, Cap. 7; 63-64 Victoria, Cap. 8; 1 Edward VII., Cap. 7; and others subsequent to date, authorise $3 200 per mile subsidy if the cost does not average more than $15,000 per mile, if over that amount, a further sum of fifty per cent on so much of the average cost of the mileage subsidized as in excess, of $15,000, per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

have been entered into and payments made up to March 31, 1914—*Concluded.*

Payments.							Total March 31, 1914.	Number.
1907–08.	1908–09.	1909–10.	1910–11.	1911–12.	1912–13.	1913–14.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	46,360,062 60	
.....	3,200 00	.....	.....	.....	.....	.....	3,200 00	1
.....	67,344 00	.....	.....	365 00	.....	.....	67,709 00	2
.....	6,880 00	.....	.....	.....	.....	.....	27,616 00	3
.....	112,640 00	.....	60,480 00	.....	.....	.....	173,120 00	4
.....	367,249 00	550,551 96	302,679 04	.....	.....	.....	1,220,480 00	5
.....	.....	30,800 00	.....	.....	81,200 00	.....	112,000 00	6
.....	.....	303,360 00	.....	78,432 00	.....	103,682 27	485,474 27	7
.....	.....	.....	144,803 84	65,249 75	.....	.....	210,053 59	8
.....	.....	.....	32,000 00	.....	.....	.....	32,000 00	9
.....	.....	.....	.....	6,112 00	.....	.....	6,112 00	10
.....	.....	.....	.....	61,760 00	.....	.....	61,760 00	11
.....	.....	.....	.....	104,992 00	27,641 60	116,167 68	248,801 28	12
.....	.....	.....	.....	30,176 00	4,346 43	.....	34,522 43	13
.....	.....	.....	.....	.....	148,148 20	66,919 28	215,067 48	14
.....	.....	.....	.....	.....	86,528 00	21,632 00	108,160 00	15
.....	.....	.....	.....	.....	2,705,378 00	2,520,281 00	5,225,659 00	16
.....	.....	.....	.....	.....	104,996 04	.....	104,996 04	17
.....	.....	.....	.....	.....	48,442 88	32,837 12	81,280 00	18
.....	.....	.....	.....	.....	174,120 96	364,617 42	538,738 38	19
.....	.....	.....	.....	.....	.....	2,832,024 00	2,832,024 00	20
.....	.....	.....	.....	.....	.....	30,145 02	30,145 02	21
.....	.....	.....	.....	.....	.....	2,134,080 00	2,134,080 00	22
.....	.....	.....	.....	.....	.....	135,129 60	135,129 60	23
.....	.....	.....	.....	.....	.....	115,000 00	115,000 00	24
.....	.....	.....	.....	.....	.....	126,000 00	126,000 00	25
.....	.....	.....	.....	.....	.....	119,712 00	119,712 00	26
1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	60,808,902 69	
186,600 00	186,600 00	.....	.....	.....	.....	.....	3,732,000 00	27
.....	.....	.....	.....	.....	.....	.....	1,525,250 00	28
.....	.....	.....	.....	.....	.....	.....	1,500,000 00	29
2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	†67,566,152 69	

† This amount does not include the subsidy of $25 000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1898-1914 and page 79, 1908.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1914.

PART II.

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

For the Year 1913-1914.

I. Money Subsidy Agreements for the year ended March 31, 1914.

II. Documents, placed on record in the Office of the Departmental Solicitor during the fiscal year ended March 31, 1914, affecting the Canals of the Dominion and the Hudson Bay Railway, viz.:—

(1) Contracts entered into during the year.

(2) Leases of Water-power and Properties granted.

(3) Leases to the Crown.

(4) Property conveyed to the Crown and lands conveyed by the Crown.

(5) Damages released.

III. Documents, placed on record in the Office of the Departmental Solicitor during the nine months ended December 31, 1913, affecting the Intercolonial and Prince Edward Island Railways, viz.:—

(1) Contracts entered into during the said nine months.

(2) Leases of Properties granted.

(3) Leases to the Crown.

(4) Property conveyed to the Crown and lands conveyed by the Crown.

(5) Damages released.

SUBSIDY AGREEMENTS for the construction of Railways

Number of Contract.	Date of Signature.	Railway Company.	Line of Railway. or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1913.				1913.
(a) 20189	Aug. 8.	Alberta Central Ry. Co.	From Red Deer to Rocky Mountain House.	Can., 1913, c. 46.	July 1....
	1914.				
20577	Feb. 16.	Burrard Inlet Tunnel & Bridge Co.	Towards the construction of a bridge over the second Narrows of Burrard Inlet.	Can., 1913, c. 46.	Nov. 10....
	1913.				
20124	June 23.	The Canadian Northern Alberta Ry. Co.	From Edmonton, Alberta, to the boundary of the Province of British Columbia at or near the Yellowhead Pass.	Can., 1913, c. 10.	June 23....
20125	June 23.	The Canadian Northern Ontario Ry. Co.	From Ottawa to Port Arthur...	Can., 1913, c. 10.	June 23....
20126	June 23.	The Canadian Northern Ontario Ry. Co.	From Toronto to Ottawa.	Can., 1913, c. 10.	June 23....
(b) 20190	Aug. 8.	The Canadian Pacific Ry. Co..	From Moosejaw, in a northwesterly direction.	Can., 1913, c. 46.	July 1....
20278	Sept. 27.	The Canadian Pacific Ry. Co.	From Gimli to a point on the Icelandic River at or near Riverton.	Can., 1913, c. 46.	Aug. 6 and Sept. 24....
	1914.				
20494	Jan. 8.	The Canadian Pacific Ry. Co.	Bridge over Saskatchewan River at Outlook, Sask.	Can., 1912, c. 48.	Nov. 29.
20507	Jan. 20.	Esquimalt & Nanaimo Ry. Co.	(b) From a point at or near McBride Jct. to or towards the village of Sandwich; (c) from village of Sandwich to Campbell River.	Can., 1912, c. 48.	Jan. 16, 1913, and Jan. 3, 1914. 1912.
	1913.				
(o) 19988	April 2.	The Kettle Valley Ry. Co.	From a point on the Company's line of railway near Coldwater to a point on the Fraser River.	Can., 1910, c. 51.	July 4....
(c) 20461	Dec. 15.	Kootenay Central Ry. Co.	From Golden via Windermere and Fort Steele to a point on the B. C. Southern Ry. at or near Jukeson.	Can., 1912, c. 48.	Oct. 19, 1912 and Mar. 3, 1913. .1913,
(d) 20462	Dec. 16.	The Kettle Valley Ry. Co.	From Merritt to PentictonWharf	Can., 1913, c 46.	Nov. 27....
(e) 20463 (f)	Dec. 16..	The Kettle Valley Ry. Co.	From point on line between Merritt and Penticton Wharf, about 25 miles south of Merritt, to a point on the Fraser River near Hope Station.	Cna. 1913, c. 46.	Oct. 30 .... 1914.
	1914.				
(g) 20579	Feb. 18..	The Kettle Valley Ry. Co.	From point on the line between Merritt and Penticton Wharf, at or near Penticton, to Midway.	Can , 1913, c. 46.	Feb. 16..

entered into during the Fiscal Year ended March 31, 1914.

Amount of Subsidy.		Number of miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing with side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	70	42	1,433	50	20	15	56	April 4, 1916.
.....	350,000	..	..	..	..	..	..		Aug. 1, 1917.
12,000	.. ..	260	52·80	573	50	20	15	80	May 4, 1915.
12,000	.. ..	910	52·80	573	50	20	15	80	Aug. 1, 1915.
6,400	.. ..	250	42·24*	717	50	20	15	56	Jan. 1, 1914.
3,200	6,400	123	52·80	1,433	50	20	14	56	Dec. 31, 1913.
3,200	6,400	30	21	2,865	50	20	14	56	Aug. 1, 1917.
.....	15% of cost not exceeding $115,000.	..	..	..	..	..	..	..	Dec. 31, 1913.
3,200	6,400	45	71	717	50	18	14	56	Aug. 1, 1916.
3,200	6,400	38	52·80	955	50	18	14	56	Aug. 1, 1916.
3,200	6,400	50	116	410	50	18	14	56	Aug. 1, 1914.
3,200	6,400	175	32	573	50	20 18	14	56	Aug. 1, 1916.
3,200	6,400	145	132	410	50	18	14	56	Aug. 1, 1917.
3,200	6,400	55	116	410	50	18	14	56	Dec. 1, 1915.
3,200	6,400	135	52·80 116	478	50	20	15	56	Aug. 1, 1915.

SUBSIDY AGREEMENTS for the Construction of Railways

Number of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1913.				1913.
(*h*) 20411	Nov. 8..	The Lake Erie and Northern Ry. Co.	From Galt to Port Dover.....	Can., 1912, c. 48.	Nov. 1....
(*i*) 20151	July 5..	The Northern N.B. & Seaboard Ry.Co.	From Drummond Mines at Austin Brook to a point on the I. C. R. where it intersects the branch line from Bathurst Station to Bathurst Harbour.	Can., 1913, c. 46.	June 26....
(*j*) 20180 (*k*)	Aug. 1..	The Saint John and Quebec Ry. Co.	From Andover, N.B., to St.John, exclusive of 2 railway bridges.	Can., 1913, c. 46.	July 7....
(*l*) 20188 (*m*)	Aug. 8..	Tilsonburg, Lake Erie & Pacific Ry. Co.	From Ingersoll north to a junction with the St. Mary's and Western Ontario Railway at Embro.	Can., 1913, c. 46.	July 1....
(*n*) 20243	Aug. 25..	Tobique & Campbellton Ry. Co.	From Plaster Rock along the Tobique River to Riley Brook.	Can., 1913, c. 46.	July 19....

(*a*) Supersedes No. 18559.
(*b*) Supersedes No. 17479.
(*c*) Supersedes No. 18975.
(*d*) Varied by Supplemental Agreement No. 20522.
(*e*) Supersedes No. 19988.
(*f*) Varied by Supplemental Agreement No. 20523.
(*g*) Varied by Supplemental Agreement No. 20580.
(*h*) Varied by Supplemental Agreement No. 20459.

entered into during the Fiscal Year ended March 31, 1914—*Concluded.*

Amount of Subsidy.		Number of Miles subsidized.	Maximum Grade, Feet per mile.	Radius of Curvature not less than	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	58	69	637	50	20	15	56	May 18, 1916.
3,200	6,400	16·9	80	717	50	20	15	56	Aug. 1, 1913.
3,200	6,400	200	53	818	49½	20	16	80	Nov. 1, 1915.
3,200	6,400	10·38	52·80	1,433	50	20	15	56	Dec. 31, 1913.
3,200	6,400	28	80	819	50	20	15	56	Aug. 1, 1917.

(*i*) Supersedes No. 19577.
(*j*) Supersedes No. 19705.
(*k*) Varied by Supplemental Agreement No. 20202.
(*l*) Supersedes No. 16631.
(*m*) Modified by endorsement to permit of the use of good, serviceable, used rails.
(*n*) Supersedes No. 18080.
(*o*) Superseded by No. 20463.
* Modified by endorsement.

E. E. FAIRWEATHER,
Acting Departmental Solicitor

CONTRACTS entered into during the Fiscal Year ended March 31, 1914.

BEAUHARNOIS CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
20237	Aug. 20..	Cossette and Company.....	Execute and complete certain works for protection of Government Dam at Valleyfield.

CHAMBLY CANAL.

	1913.		
20275	Sept. 26..	The Hamilton Bridge Works Co., Ltd..	Erection of a steel swing bridge over Canal at Larocque's Crossing.

CORNWALL CANAL.

	1913.		
20024	May 1..	Canada Cement Co., Ltd.....	Delivery of 2,000 bbls. of cement at Cornwall, Ont.
20488	Dec. 31..	The Kennedy Construction Co., Ltd.	Improving of Lower Entrance to Lock No. 20.

FARRAN'S POINT CANAL.

	1913.		
20024	May 1	Canada Cement Co., Ltd.....	700 bbls. of cement at Aultsville, Ont.

GALOPS CANAL.

	1913.		
20024	May 1..	Canada Cement Co., Ltd.....	200 bbls. of cement at Iroquois, Ont.
20487	Dec. 31..	The Dickson Bridge Works Co., Ltd.	Erection of a swing bridge over Lock No. 28.

LACHINE CANAL.

	1913.		
19958	April 1..	Quinlan, Robertson & Miller.....	Construct concrete slopes and vertical walls at Cote St. Paul.
20023	May 1..	Canada Cement Co., Ltd.....	20,000 bbls. of cement for Quebec-St. Lawrence Canals.
20032	May 12..	Quinlan & Robertson.....	Removal of a ramp leading from property leased to Inland Navigation Co., Ltd., on Basin No. 1, through an opening in the flood protection wall, to Common Street.

CONTRACTS entered into during the Fiscal Year ended March 31, 1914.—*Continued.*

LACHINE CANAL.—*Continued.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
20033	May 12..	J. A. Major & Co.	To remove burned debris from off site of Shed No. 1, St. Gabriel Basin.
20049	May 26..	Quinlan, Robertson & Miller.	Improvements to upper approach at Lock No.4, Cote St. Paul, and filling of gaps in wall near Brewster's Bridge.
20194	Aug. 6..	Canadian Bridge Co., Ltd.	Supply and erect steel work for a freight shed, to be built on west side of St. Gabriel Basin No. 1.
20273	Sept. 24..	K. A. Morrison.	Construction of a concrete foundation and piers for St. Gabriel Shed No. 1, Montreal, and laying of concrete floor in said shed.
20467	Dec. 20..	J. A. Major & Co.	To remove portion of Shed No. 1, St. Gabriel Basin, which was partially destroyed by fire.
	1914.		
20627	Mar. 18..	Westmount Plumbing & Heating Co., Ltd.	Roofing of St. Gabriel Shed No. 1, Ottawa Street, Montreal.

RIDEAU CANAL.

	1913.		
20022	May 1..	Canada Cement Co., Ltd.	Delivery of 2,000 bbls. of cement.
	1914.		
20600	Mar. 6..	John O'Toole.	Construction of a concrete dam across the Rideau River in village of Merrickville, Ont.
20622	Mar. 6..	Canadian Western Lumber Co., Ltd.	Delivery of pieces of Douglas fir timber and pine plank for stop logs and their carriages at dam works at Merrickville, Ont.
20671	Mar. 28..	Canada Cement Co., Ltd.	Delivery of 5,250 bbls. of cement.

RAPIDE PLAT CANAL.

	1913.		
20024	May 1..	Canada Cement Co., Ltd.	Delivery of 150 bbls. of cement at Morrisburg, Ont.

SAULT STE. MARIE CANAL.

	1913.		
20025	May 1..	Canada Cement Co., Ltd.	Delivery of 1,200 bbls. of cement.

SOULANGES CANAL.

	1913.		
20274	Sept. 26..	Quinlan & Robertson.	Rebuilding Head of Guard Pier at lower entrance.
	1914.		
20623	Mar. 12..	The Phœnix Bridge & Iron Works, Ltd.	Erection of a rolling deck steel bridge over entrance to Basin No. 1 at Cascades Point, Que.
20652	Mar. 26..	Dominion Bridge Co., Ltd.	Delivery of 8 stop logs, SL-1, and 8 stop logs, SL-2.

CONTRACTS entered into during the Fiscal Year ended March 31, 1914.—*Continued.*

STE. ANNE'S LOCK.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
20299	Oct. 28..	Montreal General Contracting Co., Ltd.	Renewal of the head pier of the Ste. Anne's lock.

TRENT CANAL.

	1913.		
20021	May 1..	Canada Cement Co., Ltd.....	Delivery of 81,000 bbls. of cement.
20118	June 12..	W. R. McPhee & P. J. Kehoe.....	Construct concrete dam at Fenelon Falls, Ont.
20186	Aug. 8..	Roger Miller & Sons, Ltd.....	Manufacture, delivery and erection of 32 pairs of lock gates for Ontario-Rice Lake Division, and manufacture of 8 pairs of spare lock gates.
20242	Sept. 2..	M. Beatty & Sons., Ltd.....	Manufacture, etc., of a steel pontoon lock gate lifter.
20276	Sept. 24..	The York Construction Co., Ltd..	Construction of the Port Severn Section of the Severn Division of the Canal.

WELLAND CANAL.

20026	May 1..	Canada Cement Co., Ltd.....	Delivery of 6,300 bbls. of cement.
20050	May 26..	The Atlantic Lumber Co.....	Delivery of timber, lumber, etc., for the year ending March 31, 1914.
20154	July 2..	J. H. Kratz & Co.....	Delivery of timber, lumber, etc., for the year ending March 31, 1914.
20181	Aug. 1..	The Dominion Dredging Co., Ltd.	Construction of Section No. 1 of the Welland Ship Canal.
20185	" 6..	Jas. Battle & N. W. Gowan.....	Manufacture, supply and delivery of 20 steel castings, forming Gowan Safety Appliance for Lock Gates.
20268	July 30..	R. H. Nelson.....	Construct reinforced concrete syphon culvert under Dunnville Branch of Canal Feeder at Broad Creek, near Stromness.
20279	Oct. 1..	The Hamilton Bridge Works Co., Ltd.	Erection of a double track railway swing bridge over present Welland Canal below Lock No. 11.
20284	" 4..	O'Brien & Doheny and Quinlan & Robertson.	Construction of Section No. 3, Welland Ship Canal.
20469	Dec. 22..	Canadian Dredging Co., Ltd.....	Construction of Section No. 5, Welland Ship Canal.
20486	" 31..	Baldry, Yerburgh & Hutchinson, Ltd.	Construction of Section No. 2, Welland Ship Canal.
	1914.		
20604	Mar. 6..	F. H. Hopkins & Co.....	Delivery of an "Industrial Works" locomotive crane of 50 tons capacity.

HUDSON BAY RAILWAY.

	1913.		
19992	April 1..	Sellers Anchor Bottom Tie Plate Co. of Canada, Ltd.	Deliver 140,000 tie plates for 80-lb. steel rails.
20013	" 29..	Polson Iron Works, Ltd.....	Delivery of a 24-in. suction dredge.
20046	May 20..	Thor. Iron Works, Ltd.....	Delivery of one steel tow barge and two steel sectional scows.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1914.—*Continued.*

HUDSON BAY RAILWAY.—*Continued.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1913.		
20063	May 30..	F. H. Hopkins & Co.....	Delivery of machinery for 1½ cu. yd. dredge.
20064	" 30..	" "	Delivery of machinery for 3 cu. yd. dredge.
20065	" 30..	The Atlantic Lumber Co., Ltd....	Delivery of 54,000 ft. B.M. of white oak.
20101	June 7..	Jno. Reid & Co.....	For the delivery of a steel tug No. 80 (after certain alterations have been made) at St. Johns, Nfld., or Sydney, C.B.
20114	" 10..	The Long-Bell Lumber Co.....	Supply and delivery at Port Arthur, Texas, of 3,132,987 F.B.M. long leaf yellow pine.
20115	" 21..	Musgrave & Co.....	Delivery of lumber, timber, etc., for the terminus at Port Nelson.
20130	July 2..	" "	Supply and delivery of timber and round piling.
20150	" 2..	Montreal Locomotive Works, Ltd.	Delivery of two 9-in. x 14-in. cylinder, 36-in. gauge saddle tank locomotive.
20152	" 2..	F. H. Hopkins & Co.....	Delivery of ten 15-ton flat cars and six 15-ton No. 2 Russel logging cars.
20153	" 2..	Lecky & Collis, Ltd.....	Delivery of one No. 11 cube concrete mixer.
20160	" 12..	The Marconi Wireless Telegraph Co. of Canada, Ltd.	Supply of steel masts and other materials for construction, etc., of a radiotelegraph station at Hudson Bay terminus; and supply of skilled labour.
20173	" 12..	Mussens Limited.....	Supply of one steel pile hammer.
20174	" 12..	" "	Delivery of one Vulcan 6-in. x 10-in. C.O.S. class four driver saddle tank locomotive.
20175	" 12..	" "	Delivery of 30 wood frame side dump cars.
20176	" 12..	" "	Delivery of 330 gross tons of 30-lb. standard A.S.C.E. steel rails; 4,000 prs. fish plates; 16,000 track bolts and nuts; 24,000 pounds spikes.
20179	Aug. 1..	Polson Iron Works, Ltd.....	Delivery, f.o.b. cars, Montreal, hull and machinery of a stern wheel tug.
20184	" 6..	The Marconi Wireless Telegraph Co. of Canada, Ltd.	Erection, equipment and completion of a radiotelegraph station at Le Pas, Man.
20246	Sept. 4..	Coyle & Hughes.....	Erection of a wireless telegraph operating house at Le Pas, Man.
	1914.		
20556	Jan. 30..	Polson Iron Works, Ltd.....	Delivery of 3 steel steam lighters.

QUEBEC BRIDGE.

	1913.		
20129	July 2..	Michael P. Davis.....	Repairing of midstream pier of Chaudiere Bridge, situated ¼ mile south of south abutment of the Quebec Bridge on short connecting line of railway between Quebec Bridge and I.C.Ry.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

WATER POWER and other Public Property leased by the Department of

CARILLON

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913.		
20295	Oct 21	The Ottawa Transportation Co., Ltd.	Privilege to erect and maintain a cattle shed on dock on N.E. bank of Canal, Carillon, Ont.

CHAMBLY

20001	April 15	J. L. Langelier.....	Privilege to lay and maintain two electrical cables from St. Johns, Que., across Canal to Lessee's grist mill on west side of Canal.

CORNWALL

20134	June 21	The Richelieu & Ontario Navigation Co.	Land on South side of Water Street, Cornwall, Ont.

FARRAN'S

20416	Nov. 12	C. W. Farran.....	Land at Farran's Point, Co. Stormont.

GALOPS

	1914.		
20588	Feb. 18	Hydro-Electric Power Commission of Ontario	Privilege to erect and maintain poles and to build and maintain transmission line on lands of Canals.
20629	Mar. 12	Hydro-Electric Power Commission of Ontario	Privilege to erect and maintain poles and to build and maintain portions of proposed 22,000 volt transmission line on Canal lands.

LACHINE

	1913.		
*a*20002	April 15	Lionel Leduc.....	Land on north wharf of Basin No. 2, Ste. Anne's Ward, Montreal.
20006	" 23	Canadian Rolling Mills Co., Ltd.	Privilege to lay and maintain a 10-in. water supply pipe across Canal lands from Canal to Lessee's plant on Cad. Lot No. 3607, Par. of Montreal, Que., and draw water.
*b*20009 *c*	" 23	The G.T.Ry. Co. of Canada.	Privilege to lay, maintain and operate a siding on north bank of Canal from main line into premises of Dominion Flour Mills Co., Ltd., on Cad. Lot No. 3412, Par. of Montreal; together with right and privilege of making a slight shifting southward of Lessee's main track.
20011	" 23	The Montreal Light, Heat & Power Co.	Privilege to lay and maintain, across Canal lands, a 24-in. supply pipe and a 36-in. discharge pipe at a point 150 ft. west of boundary stone No. 49, Par. of Montreal; and draw water.
20015	" 30	Arsene A. Larocque.....	Wharf lot at upper end of Wellington Basin, Montreal.
*d*20016	May 2	Dupuis & Poirier.....	Land on south side of Canal above Cote St. Paul Bridge, Montreal.
20040	" 13	Capt. A. Mallette.....	Land between Flour Basins Nos. 1 and 2, Montreal.
20041	" 15	Quinlan & Robertson....	Land on south side of Canal.
*e*20042	" 15	R. H. Miner & Co., Ltd.	Land fronting on St. Gabriel Basin No. 4, Montreal.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1914.

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
.....	During pleasure.....	Oct. 1, 1913.	1 00	Oct. 1....	Oct. 1, 1913.

CANAL.

.....	"	April 1, 1913.	1 00	April 1..	April 1, 1913.

CANAL.

980 sq. ft.....	6 years, 2 months.....	June 1, 1913.	24 00	June 1..	June 1, 1913.

POINT CANAL.

0·024 acres.....	During pleasure.....	Nov. 1, 1913.	1 00	Nov. 1....	Nov. 1, 1913.

CANAL.

.....	During pleasure...	Jan. 1, 1914.	10 00	Jan. 1..	Jan. 1, 1914.
.....	"	" 1, 1914.	10 00	Jan. 1.	" 1, 1914.

CANAL.

300 sq. ft.....	During pleasure.....	May 1, 1913.	12 00	May 1....	May 1, 1913.
.....	"	April 1, 1913.	550 00	April 1..	April 1, 1913.
..	"	Feb. 1, 1913.	135 00	Feb. 1..	Feb. 1, 1913.
.....	"	April 1, 1913.	1,500 00	April 1....	April 1, 1913.
22,700 sq. ft.....	"	May 1, 1913.	1,816 00	May 1....	May 1, 1913.
22,767 sq. ft.....	"	" 1, 1913.	918 68	" 1....	" 1, 1913.
928 sq. ft.....	"	" 1, 1913.	74 25	" 1...	" 1, 1913.
4,500 sq. ft.....	"	" 1, 1913.	180 00	" 1...	" 1, 1913.
5,875 sq. ft.....	"	" 1, 1913.	800 00	" 1....	" 1, 1913.

WATER POWER and other Public Property leased by the Department of

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
*f*20043	May 15	R. H. Miner & Co., Ltd	Land fronting on St. Gabriel Basin No. 1, Montreal.
*g*20052	" 27	Canadian Sand & Gravel Co., Ltd.	Land on St. Gabriel Basin No. 4, Ste. Anne's Ward, Montreal.
*h*20053	" 20	Hugh F. Cumming.....	Land fronting on St. Gabriel Basin No. 1, Montreal.
*i*20070	June 2	Jean B. Bonhomme.....	Land on south side of Canal, Montreal.
*j*20071	May 28	The Grier Timber Co., Ltd.	Land west of new St. Gabriel Basin No. 4, Ste. Anne's Ward, Montreal.
*k*20072	" 30	Janvier Laberge.....	Land on south side of Canal, Montreal.
20110	June 6	City of Lachine.....	Land immediately west of Canal supply weir.
20111	" 9	The Montreal Light, Heat & Power Co....	Privilege to erect and maintain a coal elevating plant on south bank of Canal opposite N.E. ½ of Lot No. 1021, Parish of Montreal.
*l*20135	" 21	James Henry Redfern...	Land on north bank of Canal below Atwater Avenue bridge, Montreal.
20158	July 2	The Canadian Bag Co., Ltd.	Land on south side of Canal, Montreal.
20159	" 2	The Imperial Oil Co., Ltd.	Privilege to lay and maintain 3-in. iron pipe across south bank of Canal at Cote St. Paul.
20161	" 9	The G.T. Railway Co. of Canada.	Privilege to lay, maintain and operate a single railway track on north bank of Canal, making connection with siding into premises of A. Bremner, Limited.
20162	July 9	The G. T. Ry. Co. of Canada.	Privilege to lay, maintain and operate a siding on Canal lands on north side of Canal from Lessee's present tracks for shunting cars of Canadian Car & Foundry Co.
20191	Aug. 6	C. P. Ry. Co.....	Privilege to lay, maintain and operate 2 sidings on south bank of Canal.
20235	Aug. 14	Dupuis & Poirier.....	Land on south bank of Canal above Cote St. Paul Bridge....
20236	Aug. 19	The James Shearer Co., Ltd.	Land on south bank of Canal west of St. Gabriel Lock.....
20261	Sept. 15	C. P. Ry. Co.....	Privilege to lay, maintain and operate a railway siding on south bank of Canal to premises of Canadian Wire Rope Co., Ltd.
20265	Sept. 18	The Steel Co. of Canada, Ltd.	Land on north bank of Canal.....
*m*20288	Oct. 6	The Jno. McDougall Caledonian Iron Wks. Co. Ltd.	Pt. Lot 1068, Ste. Anne's Ward, Montreal.....
	1908		
20291	Dec. 22	*Town of Emard.....	For passage of sewerage drains under Canal through tunnel opposite Davidson Street in Town of Emard.
	1913		
20292	Oct. 4	A. Leclaire.....	Land on south side of Canal below Lock No. 5, at Lachine, Que.
20297	Oct. 21	The G. T. Ry. Co. of Canada.	Privilege to lay, maintain and operate a railway track across Mill St., Montreal.
20402	Oct. 30	C. P. Ry. Co.....	Privilege to lay, maintain and operate a railway siding 210 feet long, on Canal lands, from branch on south side of Canal to premises of J. Elie.
20424	Nov. 27	The Canadian Light, Heat & Power Co., Ltd.	Privilege to lay and maintain an electric cable across Canal on west side of Cote St. Paul Bridge.
20425	Nov. 27	"	Privilege to lay and maintain a pipe line from Canal to Lessee's plant at Cote St. Paul Bridge; and draw water.
20477	Dec. 20	Consumers Cordage Co.. Ltd.	Land on south side of Canal, St. Gabriel Ward, Montreal.....
20515	Dec. 29	The N. K. Fairbank Co., Ltd.	Land on south bank of Canal opposite Lessee's property in Ville La Salle.

Railways and Canals during the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
5,750 sq. ft.	During pleasure	May 1, 1913.	1,400 00	May 1	May 1, 1913.
19,046 sq. ft.	"	" 1, 1913.	1,701 00	" 1	" 1, 1913.
3,000 sq. ft.	"	" 1, 1913.	240 00	" 1	" 1, 1913.
5,750 sq. ft.	"	" 1, 1913.	115 00	" 1	" 1, 1913.
32,670 sq. ft.	"	" 1, 1913.	2,600 00	" 1	" 1, 1913.
5,411 sq. ft.	"	" 1, 1913.	86 00	" 1	" 1, 1913.
69,898 sq. ft.	"	Sept. 1, 1913.	1 00	Sept. 1	Sept. 1, 1913.
	"	June 1, 1913.	36 00	June 1	June 1, 1913.
1,950 sq. ft.	"	" 1, 1913.	78 00	" 1	" 1, 1913.
839 sq. ft.	21 years	May 1, 1913.	70 00	May 1	" 1, 1913.
	During pleasure	June 1, 1913.	10 00	June 1	June 1, 1913.
	"	" 1, 1913.	140 00	" 1	" 1, 1913.
	"	Jan. 1, 1913.	10 00	Jan. 1	Jan. 1, 1913.
	"	July 1, 1913.	100 00	July 1	July 1, 1913.
6,040 sq. ft.	"	Aug. 1, 1913	241 60	Aug. 1	Aug. 1, 1913.
13,500 sq. ft.	"	July 19, 1913	540 00	July 19	July 19, 1913.
	"	Aug. 1, 1913.	34 50	Aug. 1	Aug. 1, 1913.
1,500 sq. ft.	"	July 1, 1913.	60 00	July 1	July 1, 1913.
7,600 sq. ft.	"	May 1, 1913.	300 00	May 1	May 1, 1913.
	"	Dec. 22, 1908.	1 00	Dec. 22	Dec. 22, 1908.
6,000 sq. ft.	"	Oct. 1, 1913.	120 00	Oct. 1	Oct. 1, 1913.
	"	Aug. 1, 1913.	10 00	Aug. 1	Aug. 1, 1913.
	"	Oct. 1, 1913.	105 00	Oct. 1	Oct. 1, 1913.
	"	April 30, 1911.	10 00	April 30	April 30, 1911.
	"	June 6, 1911.	1,500 00	June 6	June 6, 1911.
11,462 sq. ft.	"	Dec. 1, 1913.	458 48	Dec. 1	Dec. 1, 1913.
560 sq. ft.	"	Oct. 1, 1913.	16 80	Oct. 1	Oct. 1, 1913.

WATER POWER and other Public Property leased by the Department of

LACHINE.

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1914		
20524	Jan. 27	City of Montreal.....	Parcels of land known as Mill and Oak Streets, Montreal.....
20583	Feb. 12	The Montreal Light, Heat & Power Co.	Privilege to pay and maintain gas mains under Canal and across Canal lands above Cote St. Paul.
20584	Feb. 16	Norman M. McLeod....	Land on south side of Canal.....
20585	Feb. 18	C. P. Ry. Co.....	Privilege to lay, maintain and operate a railway siding, 235 feet long on Canal lands on north bank of Canal from main track to premises of Dominion Wire Rope Company.

RAPIDE PLAT

20588	Feb. 18	Hydro-Electric Power Commission of Ontario.	Privilege to erect and maintain poles and build and maintain transmission line on Canal lands.
20629	Mar. 12	"	Privilege to erect and maintain poles and build and maintain portions of proposed 22,000 volt transmission line on Canal lands.

RIDEAU

	1913		
19962	April 1	The Ottawa Northern & Western Ry. Co.	Land on north side of Canal, Ottawa, adjacent to right of way of Lessee and Dufferin Bridge.
19963	April 1	Town of Smith's Falls..	Land on north side of River Street.....
19990	April 16	The Bell Telephone Co. of Canada, Ltd.	Privilege to lay and maintain five 3½ in. pipes across Canal lands and under Canal on Lot "H," Con. "D," Tp. of Nepean, Co. of Carleton, Ont.
20010	April 28	G. L. Jakes.....	Land on south side of cut above Upper Lock at Merrickville Lock Station, and privilege to install and maintain a Bowser gasoline tank thereon.
20017	April 30	The Rideau Aquatic Club, Ltd.	Land covered by water; pt. Lot Letter "I," Con. Letter "C," Tp. of Nepean, Co. of Carleton, Ont.
20027	May 2	John Eligh.....	Land covered by the waters of the Canal, being a wharf site on Lot No. 6, Broken front Concession, Tp. of Marlborough, Co. of Carleton, Ont.
20028	May 2	John Randall.	Land covered by the waters of the Canal, being a wharf site on Lot No. 3, Con. 8, Tp. of Leeds, Co. of Leeds, Ont.
20029	May 2	G. L. & W. B. Dickenson.	Land covered by the waters of the Canal, being a wharf site on Lot No. 8, Long Island, Tp. of Osgoode, Co. of Carleton, Ont.
20030	May 2	C. G. Lindsay.....	Land covered by the waters of the Canal, being a wharf site on Lot No. 25, Con. 1, Tp. of North Gower, Co. of Carleton. Ont.
n20031	May 2	John P. Foley.....	Land covered by the waters of the Canal being a wharf site, on Lots Nos. 4, 5, 6 and 7, E. side Main St., Westport, Co. Leeds, Ont.
20037	May 2	J. R. Dargavel.....	Land covered by the waters of the Canal, being a wharf site on Lot No. 6, Con. 6, Tp. of South Crosby, Co. Leeds, Ont.
20038	May 15	Wm. E. Chester.....	Land on East side Rideau River at Clowes Lock Station, being part Lot 3, Con. "B," Tp. of Wolford, Co. of Grenville, Ont.
20104	June 6	J. R. Dargavel.....	Land at Chaffey's Lock Station, pt. Lot 17, Con. 8, Tp. of South Crosby, Co. Leeds.
20105	June 6	Thos. Kenney.....	Land covered by the waters of the Canal, being a wharf site on Lot 6, Con. 6, Tp. of South Crosby, Co. Leeds, Ont.
20109	June 6	H. B. Brownlee.....	Privilege to install and maintain a gasoline tank, pipe line and pump on Canal land near Detached Lock at Smith's Falls, Co. Lanark.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$ ct4.		
.....	99 years.....	Jan. 1, 1914.	1 00	Jan. 1....	Jan. 1, 1914.
.....	During pleasure.....	Feb. 1, 1914.	50 00	Feb. 1....	Feb. 1, 1914.
3,750 sq. ft.....	"	Jan. 1, 1914.	150 00	Jan. 1....	Jan. 1, 1914.
.....	"	Oct. 1, 1913.	117 50	Oct. 1....	Oct. 1, 1913.

CANAL.

.....	During pleasure.....	Jan. 1, 1914.	10 00	Jan. 1....	Jan. 1, 1914.
.....	"	" 1, 1914.	10 00	" 1....	" 1, 1914.

CANAL.

2,405 sq. ft.....					
3,870 sq. ft.....	99 years.....	June 1, 1911.	1 00	June 1....	June 1, 1911.
4,300 sq. ft.....	During pleasure.....	April 1, 1913.	1 00	April 1....	April 1, 1913.
.....	"	" 1, 1913.	1 00	April 1....	April 1, 1913.
100 sq. ft.....	"	" 1, 1913.	15 00	April 1....	April 1, 1913.
21,000 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
1,620 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
2,400 sq. ft.....	"	April 1, 1913.	1 00	April 1....	April 1, 1913.
6,450 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
2,574 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
29,800 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
994 sq. ft.....	"	" 1, 1913.	1 00	" 1....	" 1, 1913.
3 acres.....	"	July 1, 1913.	5 00	July 1....	July 1, 1913.
4,750 sq. ft.....	13 years.....	June 1, 1913.	1 00	June 1....	June 1, 1913.
2,530 sq. ft.....	During pleasure.....	April 1, 1913.	1 00	April 1....	April 1, 1913.
.....	"	May 1, 1913.	50 00	May 1....	May 1, 1913.

WATER POWER and other Public Property leased by the Department of

RIDEAU

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
20133	June 21	C. W. Hartley, Jno. Randall & A. Neal.	Land covered by the waters of the Canal, being a wharf site on Lock No. 4, Con. 8, Tp. of Leeds, Co. of Leeds, Ont.
20401	Nov. 5	C. W. Postlethwaite....	Pt. Lot 8, Con. "A," Tp. Wolford, Co. Grenville.....
	1914		
20501	Jan. 8	The Bell Telephone Co. of Canada, Ltd.	Privilege to erect and maintain telephone wires across Tay Branch of Canal about ¾ mile east of Perth.
o20530	Jan. 29	The Ottawa Transportation Co., Ltd.	Wharf Lots Nos. 1, 2, 3 and 4, west side Canal, Ottawa, Ont..

SAULT STE.

	1913		
20055	May 20	A. Bryan & W. Grier....	Part of St. Mary's Island, Sault Ste. Marie, Ont.....

TRENT

	1913		
19997	April 19	Wesley Munroe.....	Pt. Lot 1, Con. 4, Tp. of Carden, Co. Victoria.....
20068	May 6	Eastern Power Co., Ltd.	Privilege to lay and maintain a 4in. iron pipe across Canal lands at Healey Falls, pt. of Lot 16, Con. 11, Tp. of Seymour, Co. of Northumberland, Ont.
20069	June 2	Jno. H. Brandon.....	Land west of Colborne St., Fenelon Falls, Ont.....
20137	June 24	The Bell Telephone Co. of Canada, Ltd.	Privilege to erect and maintain a telephone line across Canal below Lock No. 2, Simcoe-Balsam Lake Division.
20164	July 12	The Fowlds Co., Ltd...	Privilege to erect and maintain a transmission line for electric lighting across Canal and its right of way, in village of Hastings, Co. of Northumberland, Ont.
20187	Aug. 8	Roger Miller & Sons, Ltd.	License to use 6 1-5 acres of land below Lock No. 1, in Town of Trenton, for purposes of Contract No. 20186.
20263	Sept. 15	The Randolph MacDonald Co., Ltd.	Land in Lots 31 and 32, Con. 8, Tp. of Fenelon, Co. of Victoria, Ont.
20277	Sept. 24	J. S. Osborne.....	Privilege to use and occupy all the reserve lands along the Holland River Division for pasturage purposes.
20465	Dec. 9	The Eastern Power Co., Ltd.	Privilege to lay and maintain a sewage disposal pipe across Canal land, pt. of Lot 16, Con. 11, Tp. of Seymour, Co. of Northumberland, Ont.
20476	Dec. 20	The Bell Telephone Co. of Canada, Ltd.; The North American Telegraph Co. and The G.N.W. Telegraph Co.	Privilege to erect and maintain a telephone and telegraph line across Canal and right of way in village of Hastings, Co. of Peterborough, Ont.
	1914		
20500	Jan. 8	Harvey Municipal Telephone System.	Privilege to lay and maintain a submarine telephone line across Canal at head of Upper entrance pier of the Buckhorn Lock.
20514	Jan. 19	James Waters.....	Bed of Trent River, east side, Campbellford, Co. of Northumberland, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$ cts.		
17,033 sq. ft.....	During pleasure.....	April 1, 1913.	1 00	April 1....	April 1, 1913.
0·11 acres.....	"	Nov. 1, 1913.	2 00	Nov. 1....	Nov. 1, 1913.
.....	"	Dec. 1, 1913.	1 00	Dec. 1....	Dec. 1, 1913.
.....	"	Mar. 4, 1913.	250 00	Mar. 4....	Mar. 4, 1913.
MARIE CANAL.					
0·28 acres.....	During pleasue.....	May 1, 1913	25 00	May 1....	May 1, 1913.
CANAL.					
7·5 acres.....	During pleasure.....	April 1, 1913.	7 50	April 1....	April 1, 1913.
.....	"	" 1, 1913.	1 00	April 1....	April 1, 1913.
0·47 acres.....	"	Jan. 1, 1913.	7 50	Jan. 1....	Jan. 1, 1913.
.....	"	May 1, 1913.	1 00	May 1....	May 1, 1913.
.....	"	July 1, 1913.	1 00	July 1....	July 1, 1913.
6 1-5 acres.....	"	Aug. 8, 1913.	1 00	Aug. 8....	Aug. 8, 1913.
0·9 acres.....	"	" 1, 1913.	2 00	" 1....	" 1, 1913.
.....	3 years.....	Sept. 20, 1913.	151 00	Sept. 20....	Sept. 20, 1913.
.....	During pleasure.....	Dec. 1, 1913.	1 00	Dec. 1....	Dec. 1, 1913.
.....	"	July 1, 1913.	1 00	July 1....	July 1, 1913.
.....	"	Dec. 1, 1913.	1 00	Dec. 1....	Dec. 1, 1913.
0·027 acres.....	"	" 1, 1913.	5 00	" 1....	" 1, 1913.

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
19968	April 1	The Ontario Paper Co., Ltd.	Part of Lot No. 29, Tp. of Thorold, Co. of Welland, Ont., and privilege to construct a concrete dock 300 feet long, and to lay an 18-in. pipe and draw water from canal.
*p*20007	" 23	Plymouth Cordage Co..	Land in Town of Welland; part of Lot 26, Con. 6, Tp. of Crowland, Co. of Welland, Ont.
*q*20008	" 23	Town of Welland.....	Land in Town of Welland; part of Lot 26, Con. 6, Tp. of Crowland, Co. of Welland, Ont.
20039	May 13	Canada Interlake Line, Ltd.	Land in Town of Welland; part of Lot 26, Con. 6, Tp. of Crowland, Co. of Welland, Ont.
20051	" 26	Davy Pulp and Paper Co., Ltd.	Part of Lot 17, Thorold, Welland County, and privilege of drawing from canal above lock No. 25, 460 h.p. of surplus water.
20054	" 26	James Delaney.....	Part of Lot 15, Con. 5, Tp. of Grantham, Co. of Lincoln, Ont...
20061	" 26	The Waines and Root Gas Co., Ltd.	Privilege to lay and maintain a 6-in. gas pipe across canal lands and Government dam at Dunnville, Ont.
20074	" 30	John Laughlin.....	Part Lot 14, Con. 5, Tp. of Grantham, Co. of Lincoln, Ont....
20102	June 6	Geo. Luffman.....	Part of Lot No. 11, Con. 7, Tp. of Grantham, Co. of Lincoln, Ont.
20103	" 6	Jos. R. Heslop....	Lot No. 15, Port Robinson, Ont.; and 15 h.p. of water.....
20136	" 21	Rachel Wills.....	Part Lot 15, Con. 5, Tp. of Grantham, Co. of Lincoln.....
20163	July 9	British Canadian Canners, Ltd.	Privilege to lay, build and maintain an intake pipe and pump house from new canal at Port Robinson and draw water.
20195	Aug. 1	The St. Catharines Cold Storage and Forwarding Co.	Part Lot 14, Con. 5, Tp. of Grantham, Co. of Lincoln, Ont....
20196	" 8	Hydro-Electric Power Commission of Ontario	The right and privilege to lay and maintain a submarine cable across new canal above lock No. 4, to be used in connection with 2,200 volt transmission line.
20204	" 12	British Canadian Canners, Ltd.	Privilege to lay and maintain a 3-in. pipe and to erect a pump-house on canal lands at Port Dalhousie, Ont., and draw water.
20248	Sept. 8	The Dunnville Consolidated Telephone Co., Ltd.	Privilege to erect and maintain 3 telephone lines along canal ..
20262	" 18	Union Carbide Co. of Canada, Ltd.	Privilege to lay, maintain and operate a railway siding to connect works with present track in rear of Government dock south of Welland.
20264	" 17	Township of Crowland..	Privilege to lay and maintain a 12-in. sewer pipe on canal land, being the westerly end of a sewer to be laid on Ontario road, and to connect same with Government sewer.
20286	Oct. 7	Lincoln Clay Products Co., Ltd.	Privilege to lay and maintain a 1½-in. intake pipe across canal lands from hydraulic race near Lincoln avenue, St. Catharines; and draw 400 gallons of water per day.
20287	" 7	The Niagara, St. Catharines & Toronto Ry. Co.	The right and privilege to construct and maintain sidings to property of Interlake Tissue Mills at Merritton and to premises of Thorold Pulp Co. at Thorold.
20293	" 15	Metals Chemical Co., Ltd.	Privilege to lay and maintain a 3-in. intake pipe and a 2-in. discharge pipe across canal lands near Welland, Ont., and draw from 2,000 to 3,000 gallons of water per day from canal.
20418	Nov. 14	Geo. P. Brown.....	Land on north side of feeder between Canal St. West and Dunnville Lock, Dunnville, Ont.
20464	Dec. 5	The Welland Club, Ltd.	Land between State and Regent streets, Welland, Ont., part Lot 26, Con. 5, Tp. of Crowland, Co. of Welland, Ont.
	1914.		
20513	Jan. 19	Union Carbide Co. of Canada, Ltd.	Privilege to lay and maintain a 20-in. intake pipe from canal to lessee's premises at Welland, Ont.; and draw 1,000,000 gallons water therethrough daily.
20516	" 19	Thos. G. Orme.....	Land on north side of feeder between Canal St. West and Dunnville Lock, Dunnville, Ont.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
1·29 acres	During pleasure	Mar. 1, 1913.	415 00	Mar. 1	Mar. 1, 1913.
1·54 acres	"	June 1, 1913.	40 00	June 1	June 1, 1913.
0·77 acres	"	April 1, 1913.	10 00	April 1	April 1, 1913.
0·75 acres	"	" 1, 1913.	100 00	" 1	" 1, 1913.
	21 years renewable	" 1, 1913.	Land 10 00 W.P.2760 00	" 1	" 1, 1913.
1·68 acres	During pleasure	" 1, 1913.	6 72	" 1	" 1, 1913.
	"	Jan. 1, 1913.	25 00	Jan. 1	Jan. 1, 1913.
0·06 acres	"	April 1, 1913.	1 00	April 1	April 1, 1913.
12·60 acres	"	" 1, 1913.	50 40	" 1	" 1, 1913.
0·33 acres	21 years renewable	July 1, 1913.	116 00	July 1	July 1, 1913.
0·07 acres	During pleasure	April 1, 1913.	1 00	April 1	April 1, 1913.
	"	June 1, 1913.	50 00	June 1	June 1, 1913.
0·04 acre	"	April 1, 1913.	1 00	April 1	April 1, 1913.
	"	Aug. 1, 1913.	1 00	Aug. 1	Aug. 1, 1913.
	"	June 1, 1913.	55 00	June 1	June 1, 1913.
	"	Aug. 1, 1911.	25 00	Aug. 1	Aug. 1, 1911.
	"	Sept. 1, 1913.	25 00	Sept. 1	Sept. 1, 1913.
	"	" 1, 1913.	5 00	" 1	" 1, 1913.
	"	Oct. 1, 1913.	15 00	Oct. 1	Oct. 1, 1913.
	"	Aug. 1, 1913.	25 00	Aug. 1	Aug. 1, 1913.
	"	Oct. 1, 1913.	25 00	Oct. 1	Oct. 1, 1913.
	"	Nov. 1, 1913.	10 00	Nov. 1	Nov. 1, 1913.
0·48 acre	"	" 1, 1913.	15 00	" 1	" 1, 1913.
	"	Dec. 1, 1913.	325 00	Dec. 1	Dec. 1, 1913.
0·01 acre	"	Jan. 1, 1914.	10 00	Jan. 1	Jan. 1, 1914.

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913		
20518	Jan. 20	David P. Fry.....	Land on north side of feeder between Canal St. West and Dunnville Lock, Dunnville, Ont.
20571	Feb. 7	The Niagara, St. Catharines & Toronto Ry. Co.	Privilege to lay and maintain a 12,000 volt submarine transmission cable across canal at Berryman ave., St. Catharines, Ont.; together with privilege to erect and maintain a transmission pole line.
20617	Mar. 6	Lincoln Electric Light & Power Co., Ltd.	Privilege to lay and maintain a 3-wire submarine cable across canal near Weschester ave., St. Catharines, Ont., etc.
20621	" 12	The Niagara, St. Catharines & Toronto Ry. Co.	Privilege to erect and maintain a 75-ft. trestle over Welland hydraulic raceway at Welland, Ont.; and lay, maintain and operate a railway siding over trestle and on canal lands.
20637	" 17	The Provincial Natural Gas Co., Ltd.	Privilege to lay and maintain a 5⅝-in. natural gas pipe, along east side of canal from Sixth street in town of Welland to the plant of Electro-Metals, Ltd.
20649	" 25	Thomas B. Stern.....	Land on north side of canal feeder west of lock; part of Lot 27, Con. 7, Tp. of Crowland, Co. of Welland, Ont.

a Supersedes No. 18955; surrendered.
b Cancels and supersedes No. 19266.
c Modifies No. 15518.
d Cancels and supersedes No. 17699.
e Supersedes No. 17264.
f Supersedes Nos. 17059 and 17958.
g Supersedes No. 17001.
h Supersedes No. 17086.
i Cancels No. 19349.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1914.—*Concluded.*

CANAL.—*Continued.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
0·012 acre.....	During pleasure.....	Jan. 1, 1914.	10 00	Jan. 1....	Jan. 1, 1914.
.....	"	Dec. 1, 1913.	25 00	Dec. 1....	Dec. 1, 1913.
.....	"	Feb. 1, 1914.	10 00	Feb. 1....	Feb. 1, 1914.
.....	"	Mar. 1, 1914.	20 00	Mar. 1....	Mar. 1, 1914.
.....	"	April 1, 1914.	5 00	April 1....	April 1, 1914.
.....	"	Mar. 1, 1914.	15 00	Mar. 1....	Mar. 1, 1914.

j Supersedes No. 17091.
k Cancels No. 16529.
l Cancelled by Notice No. 20797.
m Supersedes No. 15556.
n Extended by endorsement to include wharf site, 18,888 sq. ft. in extent.
o Supersedes No. 12383.
p Cancels and supersedes No. 17271.
q Cancels and supersedes No. 19183.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

PROPERTY leased to the Department of Railways and Canals by various

LACHINE

No. of Lease.	Date of Signature.	Lessor.	Property or rights demised.
	1913.		
20073	May 27	Joseph McLaughlin.	Numbers 26 and 28, Riverside Drive, Lachine Locks, Que., (double tenement house to be used by the statistical office at Lachine).

RIDEAU

20012	April 23	The W. H. Kelly Lumber Co.	Lot 8, Range 1, Tp. of Buckingham, Que.

TRENT

	1914.		
20674	Mar. 28	Bradburns, Limited.....	Four rooms fronting on George street over stores Nos. 336 to 342, Peterborough, Ont.

parties during the Fiscal Year ended March 31, 1914.

CANAL.

Term.	Commencement of term.	Terms of Payment.		
		Annual Rental.	Due each year.	First instalment due.
		$ cts.		
3 years	May 1, 1913.	500 00	Monthly	June 1, 1913.

CANAL.

From date of lease until boom dredge, being constructed under contract No. 19674, is completed and delivered.	April 23, 1913.	1 00 For whole period of occupancy.		April 23, 1913.

CANAL.

1 year	Mar. 1, 1914.	450 00	Quarterly	Mar. 1, 1914.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

PROPERTY conveyed to the Department of Railways and Canals

GALOPS

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1913		
20215	May 26	Wm. Geo. Robinson *et al.*	Part of the W. ½ of Lot 30, Con. 1.....

LACHINE

20085	April 3	The Canadian Carbonate Co., Ltd.	Land at Cote St. Paul.....

RAPIDE PLAT

20407	Sept. 15	Thos. Mullin *et ux*.....	Part of the East ½ of the W. ½ of Lot 5, Con. 1.....

ST PETER'S

	1912		
*19730	Oct. 29	Robt. C. Morrison *et ux.*	Land covered with water on north shore of St. Peter's Bay and west of entrance to canal.

TRENT

	1913		
20088	April 7	Effa J. Irwin *et al*....	Parts of Lots 21 and 22 in Water or East River block on west side of Front street.
20089	April 21	Fred. W. Wood *et ux*..	Part of Lot 19 in Water or East River block.....
20090	April 23	Alex. T. Green.....	Parts of Lots 13 and 14 in Water or East River block....
20091	May 16	Chas. Dunk *et ux*.....	Parts of Lot 18 in Water block.....
20219	June 21	Henry R. Daniel.....	Parts of Lots Nos. 31 and 32, Con. 8, and part of Lot 31, Con. 9.
20220	June 25	Michael O'Donoghue *et ux*	Land and land covered by waters of river Trent, part of Lot No. 15 in South block on north side of Front Street; and parts of Lot No. 11, Con. 7.
20232	May 23	Jno. B. Ferris *et ux*...	Part of South ½ of Lot No. 9, Con. 5 and privilege to flood said lands.
20433	Sept. 4	Thos. J. Horkins *et ux*	Parts of the North ½ and South ½ of Lot 8, Con. 4.....
	1914		
20550	Jan. 3	Thos. J. Barrie *et ux*..	Parts of Lots 15 and 16 in Water or East River block....
	1913		
20553	Dec. 22	Andrew Haig *et ux*....	Land and land covered by waters of river Trent.....
	1914		
20713	Feb. 9	Trustees, Baptist Church, Campbellford.	Land in.....
	1911		
*20783	Nov. 1	James Thompson.....	Parts of Lots Nos. 6, 7, 8, 9, 10, 11 and 12 in South block and part of Lot 11, Con. 7.

during the Fiscal Year ended March 31, 1914.

CANAL.

District.	County.	Area.	Amount.
			$ cts.
Matilda	Dundas, Ont.	0·01 acre	25 00
CANAL.			
Montreal	Jacques Cartier	21,565 sq. ft.	60,000 00
CANAL.			
Matilda	Dundas	0·021 acres	100 00
CANAL.			
Lennox	Richmond	3·75 acres	1,100 00
CANAL.			
Campbellford	Northumberland, Ont.	0·48 acre	1,770 00
"	"	0·14 acres	2,025 00
"	"	0·023 acre	1 00 and exchange of land
"	"	0·1 acre 0·03 acre	2,250 00
Fenelon	Victoria	48·6 acres	1,500 00
Campbellford	Northumberland, Ont.	0·64 acre	500 00
Seymour	"		
"	"	1·56 acres	150 00
"	"	2·48 acres	250 00
Campbellford	"	0·21 acre 0·05 acre	1,725 00
"	"	0·047 acre	400 00 and interest.
"	"	0·1 acre	200 00
"	"	1·58 acres	427 00

5 GEORGE V., A. 1915

PROPERTY conveyed to the Department of Railways and Canals

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1913		
20408	Sept. 23	Andrew Miller *et ux*...	Lot 22, west side of Wellington street.
20431	Oct. 21	Martin Cloy *et ux*.....	Lot 30 on east side of Chapel St., and parts of Lots 26 and 27 on west side of Wellington St.
20432	Nov. 11	Cecelia Battle *et al*....	Lot No. 22, east side of Chapel St.
20438	Oct. 21	Jno. Fisher *et ux*.....	Lots Nos. 10, 11 and 12 on west side of Wellington Street.
20439	Oct. 21	Julia Stewart.....	Lots 25 and 26 on the east side of Chapel St.
20440	Oct. 21	Winnifred C. Calcott..	Lots Nos. 28 and 29 on east side of Chapel street.
20441	Oct. 9	Margaret Clark.....	Lot No. 84 east side of Chapel street.
20442	Oct. 21	Mary L. Calcott.....	Lot No. 27 east side of Chapel street.
20443	Oct. 21	Nelly Orr Peterson...	Lots Nos. 24 and 25, west side of Wellington street.
20444	Oct. 21	Jane and Martha Allison.	Lot 18 on west side of Wellington Street and parts of Lot 21 east side of Chapel street.
20445	Oct. 11	Andrew Rockett *et ux*.	Lot 23 on east side of Welland street, and Lot "X" on the east side of Chapel street.
20446	Oct. 11	Jno. McNulty *et ux*...	Lots Nos. 14 and 15 on west side of Chapel street, and Lots 7 and 8 on east side of Wellington St.
20447	Oct. 9	Albert Cooper *et ux*...	Lots 8 and 9 on Wellington street.
20448	Oct. 9	Alfred M. Smerdon *et ux*.	Lots 20 and 21A on east side of Chapel street.
20449	Oct. 11	Wm. McNulty *et ux*...	Lot. No. 6, part of Lot No. 7 and Lot No. 8 on east side of Wellington street.
20450	Oct. 9	Chas. W. R. Lemon *et al*.	Lots 19 and 20 on east side of Chapel street, and Lots 16 and 17 on the west side of Wellington street.
20451	Oct. 9	Elizabeth Smerdon...	Lots Nos. 22A and 23A on the east side of Chapel street...
20452	Oct. 8	Daniel Oates.....	Lot No. 24 on east side of Chapel St.
20453	Oct. 9	Fred. Johnson *et ux*....	Lot No. 1 east side of Wellington street, north of Albert street, and Lot No. 2 on north side of Albert street.
20454	Oct. 8	Donald J. C. Munro *et ux*.	Block "V" on east side of Chapel street.
20455	Oct. 8	Chas. Porter *et ux*.....	Lot "W" on east side of Chapel street.
20456	Oct. 22	Mary Flynn *et al*.....	Lots Nos. 19 and 20 on west side of Wellington Street.
20517	Nov. 27	James M. Upper *et al*.	Lot No. 18 west side of Chapel Street.
20539	Nov. 7	Robt. Constable *et ux*	S. ½ of Lot 6 and Lot 7 west side Wellington street.
20540	Nov. 11	Nellie Fairlie.....	Lots 16 and 17 west side Chapel street.
20541	Nov. 11	Amelia Laurie.....	Lot 23 east side of Chapel street.
20542	Nov. 19	Thos. Hodgkinson *et ux*.	Part of Lot No. 10, Con. 2.
20543	Nov. 25	Wm F. Hoover.....	Lot No. 21 west side Wellington street.
20544	Nov. 25	Mercy E. McMann....	Lots Nos. 24 and 25 and part of Lot No. 26, west side Chapel street.
20545	Nov. 25	Leslie McMann *et ux*..	Part of Lot 26 and Lots 27, 28, 29, 30, 31, 32, 33 and 34 on west side Chapel street; Lots 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22 on east side Welland street, and Lots 3, 4, 5, 6, 7, 8, 9, 10 and 11 on west side of Welland street.
20546	Nov. 27	Ira P. Upper *et ux*...	Lot 19 west side Chapel street.
20547	Dec. 26	Joseph Hunt *et ux*.....	Lots 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52.
20548	Dec. 30	Benjamin C. Thomas *et ux*.	Part of the broken front lot in front of Lot No. 11, Con. 1...
20549	Dec. 6	Mary Nixon.....	Part of Lot No. 12, Con. 8.
20554	Dec. 30	Benjamin D. Thomas *et ux*	Part of Lot No. 10, Con. 2.
	1914		
20575	Jan. 13	Cecilia Battle *et al* (Estate John Battle).	Lots "A" and "B" on east side Wellington Street and north side of York street.
20576	Jan. 15	"	Lots. "L" and "M" on north side of Mill street and Lot 13 on west side of Wellington street.

SESSIONAL PAPER No. 20

for the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.

District.	County.	Area.	Amount.
			$ cts.
Thorold	Welland, Ont.		2,800 00
"	"		12,000 00
"	"		5,750 00
"	"		7,600 00
"	"		5,500 00
"	"		11,900 00
"	"		2,500 00
"	"		6,100 00
"	"		4,500 00
"	"		6,500 00
"	"		8,000 00
"	"		6,000 00
"	"		3,600 00
"	"		6,800 00
"	"		5,300 00
"	"		10,000 00
"	"		5,500 00
"	"		1,000 00
"	"		5,500 00
"	"		1,000 00
"	"		3,300 00
"	"		4,000 00
"	"		2,850 00
"	"		7,000 00
"	"		5,300 00
"	"		2,950 00
Grantham	Lincoln, Ont.	4·68 acres	3,500 00
Thorold	Welland, Ont.		660 00
"	"		4,860 00
"	"		11,540 00
"	"		1,000 00
"	"	11·81 acres	10,000 00
Grantham	Lincoln, Ont.	12·23 acres	8,000 00
"	"	0.30 acres	150 00
"	"	28·25 acres	13,800 00
Thorold	Welland, Ont.		3,400 00
"	"		5,350 00

PROPERTY conveyed to the Department of Railways and Canals

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
20641	Feb. 25	Jno. Constable *et ux*...	Lot No. 5 and north ½ Lot 6 on west side of Wellington street
20642	Feb. 20	Margaret Ann Paxton *et al.*	Part Lot 10, Con. 1.....
	1913		
20764	Dec. 26	James Francis Titterington *et ux.*	Part of south ½ of Lot 9, Con. 3.....
	1914		
20765	Mar. 25	Robt. Thompson *et ux*	Parts of Lot 8 in Cons. 4 and 5.....
20819	Mar. 25	Jas. A. Rogers *et ux*...	Part of Lot 8, Con. 7.....

LETTERS PATENT ISSUED BY THE DEPARTMENT OF RAILWAYS AND

TRENT

No.	Date.	Grantee.	Description.
	1913		
20045	May 13	Alex. T. Green.....	Parcel of Lot No. 10, Con. 6, Township of Seymour, County of Northumberland, Ont.

WELLAND

	1897		
*20294	July 29	The G. T. Ry. Co. of Canada.	Part of Lot 15, Tp. of Thorold, Co. of Welland,Ont., parts of Lots 17 and 18, Con. 3, parts of Lot 17, Con. 4 and part of Lot 17, Con. 5, Tp. of Grantham, Co. of Lincoln, Ont.

*Too late for last year's report.

SESSIONAL PAPER No. 20

for the Fiscal Year ended March 31, 1914.—*Continued.*

CANAL.—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
Thorold	Welland, Ont.		5,000 00
Grantham	Lincoln, Ont.	7·92 acres	9,000 00
"	"	10·61 acres	5,500 00
"	"	48·03 acres	25,250 00
"	"	5·95 acres	6,500 00

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

CANALS DURING THE FISCAL YEAR ENDED MARCH 31, 1914.

CANAL.

Area.	Amount.	Remarks.
·0054 acres.	Exchange of land.	

CANAL.

22·37 acres.		*Supersedes Letters Patent No. 12566.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

DAMAGES RELEASED by the Department of Railways and Canals during the Fiscal Year ended March 31, 1914.

CHAMBLY CANAL.

No. of Release	Date of Release.	Grantor.	Description.	Amount.
	1913.			$ cts.
20222	July 4..	John G. Poupore & Co..	Of all claims, etc., for work extra done under Contract No. 17436, dated Dec. 15, 1908.	2,697 03

CULBUTE CANAL.

	1913.			
20229	July 22..	Joseph Gervais.....	Of all claims, etc., owing to damages by flooding to Island No. 10, Ottawa River.	125 00

RIDEAU CANAL.

	1911.			
*20092	Aug. 13..	Ottawa Northern and Western Ry. Co., Canadian Pacific Ry. Co.	Of all right, title, etc., in certain parcel of land Canal reserve leased by Letters Patent dated August 28th, 1899.	1 00

SOULANGES CANAL.

	1913.			
20230	July 7..	Aimee Gosselin.....	Of all claims, etc., owing to the death of her husband, Daniel Daoust.	500 00

WELLAND CANAL.

	1913.			
20093	April 11..	Jennie E. Babcock, *et al.*	Of all lands and privileges comprised in and demised by Indenture of Lease dated Feb. 11, 1880, from Her late Majesty the Queen to John Battle.	1 00
	1914.			
20555	Jan. 29..	Alfred Jones.....	For damages consequent upon injuries to a horse when crossing bridge over Feeder Lock at Dunnville, Ont.	27 00

WELLAND SHIP CANAL.

	1913.			
20538	Sept. 22..	John A. Gill.....	Of 41½ acres of land, pt. of Lot No. 11 in Con 1st, Tp. of Grantham, Co. of Lincoln, Ont, held under lease from A. Muir, dated Nov. 26, 1904.	895 00

TRENT CANAL.

	1911.			
*19886	Oct. 14..	Charles G. Thompson *et ux.*	For damages by water to Lot No. 2 in Block "A" Tp. of Otonabee, Co. of Peterborough, Ont.	120 00

SESSIONAL PAPER No. 20

DAMAGES RELEASED to the Department of Railways and Canals during Fiscal Year ended March 31, 1914.—*Continued.*

TRENT CANAL.—*Continued.*

No. of Release	Date of Release.	Grantor.	Description.	Amount.
				$ cts.
*19887	1912. April 28..	Frank Cadigan.....	For damages by water to N.E. ¼ of Lot No. 5, in the 10th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	1 00
*19888	1912. Dec. 7..	Albert E. Bottum *et ux*.	For damages by water to Island No. 2. Pigeon Lake Tp. of Harvey, Co. of Peterborough, Ont.	200 00
*19902	Dec. 14..	Marie Louise Shannahan *et al.*	For damages by water to the S. ½ of the N.E. ¼ of Lot No. 5 in the 9th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont,	80 00
*19921	1913. Jan. 24..	William H. Grylls *et ux*.	For damages by water to pt. of Lot No. 49 North of Portage Road, 9th Con., Tp. of Eldon, Co. of Victoria Ont.	175 00
*19922	Jan. 24..	Gabriel Switzer *et ux*....	For damages by water to north part of the W. ½ of Lot No. 22 in the 4th Con. of the Tp. of Emily, Co. of Victoria, Ont.	20 00
*19923	Jan. 24 ..	Albert Boynton.....	For damages by water to the W. ½ of Lot No. 21 and to the S.W. ¼ of Lot No. 22 in the 8th Con. of the Tp. of Eldon, Co. of Victoria, Ont.	600 00
*19975	1911. Aug. 22..	Joseph Braithwaite *et ux*	For damages by water to the E. ½ of Lot No. 11 in the 3rd Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	80 00
*19976	July 21..	William Y. Field.....	For damages by water to part of Lots 5 and 6 in the 4th Con. of the Tp. of Alnwick, Co. of Northumberland, Ont.	75 00
*19977	1912. Nov. 13..	George C. Biggar *et al*, (executors estate of late Emily S. Shoenberger).	For damages by water to Spook or Ghost Island, Rice Lake, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
†19978	1911. Oct. 19..	Caroline C. Ruttan.....	For damages by water to parts of N. ½ of Lot No. 34 in the 8th Con., Tp. of Hamilton, Co. of Northumberland, Ont.	70 00
*19979	1912. Feb. 12..	John Michie *et ux*.....	For damages by water to Lots Nos. 5 and 6 in Block "I" of Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
*19980	1911. July 5..	Hilda Stewart.....	For damages by water to the east part of Margaret's Island, Rice Lake, Tp. of Alnwick, Co. of Northumberlabd, Ont.	100 00
*19981	1910. Sept. 19..	Catherine S. Ainlay and Joseph Ainlay.	For damages by water to the S.W. corner of N. ½ of Lot No. 34 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	60 00
*19982	1912. Mar. 30..	Francis C. Richard *et ux*	For damages by water to pt. of Lot No. 4, block "B," Village of Bewdley, Tp. of Hamilton, Co. of Northumberland, Ont.	40 00
*19983	1910. Nov. 30..	John D. Hayden *et ux*...	For damages by water to Hickory or Balsam Island, in Rice Lake, opposite Tp. of Alnwick, Co. of Northumberland, Ont.	300 00
19999	1913. April 12..	Richard J. Grandy *et ux*	For damages by water to S.W. ¼ of Lot No. 19 in the 4th Con. of the Tp. of Emily, Co. of Victoria, Ont.	280 00
*20096	1913. Feb. 4..	Ellis B. Burrell *et al*....	For damages consequent upon removal of a barn situated on Lot No. 60, Block "F," Queen St., Campbellford, Ont.	175 00
*20097	Mar. 17..	Stephen H. Thorne *et ux*	For damages by water to Little Fothergill Island in Pigeon Lake, Tp. of Ennismore, Co. of Peterborough, Ont.	200 00

DAMAGES RELEASED to the Department of Railways and Canals during Fiscal Year ended March 31, 1914.—*Concluded.*

TRENT CANAL.—*Concluded.*

No of Release.	Date of Release.	Grantor.	Description.	Amount.
				$ cts.
20098	April 2..	Robert J. Edmison *et ux*	For damages by water to the N. ½ of Lot No.1 in the 6th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	600 00
20099	April 22..	John Crowe *et al*.....	For damages by water to the S.W. ¼ of Lot No. 21 in the 16th Con. of the Tp. of Harvey, Co. of Peterborugh, Ont.	300 00
20100	May 12..	Michael C. Sullivan *et ux*	For damages by water to the W. ½ of Lot No. 14 in the 7th Con. of the Tp. of Ennismore, Co. of Peterborough, Ont.	32 00
*20113	1911. Feb. 12..	Agnes Sidey.....	For damages by water to part of Lot No. 33 in the 8th Con. of the Tp. of Hamilton, Co. of Northumberland, Ont.	50 00
20228	1913. April 22..	Herbert S. Byers *et al*...	Damages by water to N.E. angle of S. ½ of Lot No. 23 and to S.E. ¼ of said Lot, 4th Con., Tp. of Emily, Co. of Victoria, Ont.	60 00
20249	July 26..	Sydney Hector Cluxton *et al.*	For damages by water to Lot No. 6 and No. 5 in 18th Con. of Tp. of Harvey,Co. of Peterborough Ont.	600 00
20282	Sept. 22..	John Kemp *et ux*.....	For damages by water to part of Park Lot No.1, north of George Street, Village of Lakefield, Co. of Peterborough, Ont.	50 00
20560	Sept. 30..	Charles H. Grylls *et ux*.	For damages by water to Island No. 18A in Tp. of Smith and to Island No. 9 in Tp. of Dummer in Stoney Lake, Co. of Peterboro', Ont.	100 00
20596	1914. Jan. 23..	The Corporation of the Township of Fenelon..	For damages by water to roads, streets, highways, bridges and property belonging to Corporation in Tp. of Fenelon, Co. of Victoria, Ont.	500 00
20630	1913. Dec. 12..	Harry B. Peters *et ux*...	For damages by water to part of Lot No. 10 in the 11th Con. of the Tp. of Percy, Co. of Northumberland, Ont.	75 00
20631	1914. Jan. 24..	David Logan *et ux*.....	For damages by water to Lot No. 8 in the 10th Con. of Tp. of Verulam, Co. of Victoria, Ont.	150 00
20632	1913. Dec. 10..	Isabella W. Davidson...	For damages by water to Lot No. 6 in the 19th Con. of the Tp. of Verulam, Co. of Victoria, Ont.	200 00
20633	Aug. 13..	Neil F. Macnachtan *et al* (executors of estate of Eliz. Macnachtan).	For damages by water to Island in Rice Lake, known as "Wrach or Rach Island," in the Tp. of Alnwick, Co. of Northumberland, Ont.	250 00
20634	July 14..	Walter Couchman *et ux*.	For damages by water to Lots 1 and 2 in Block "L," Lots 1 and 2 in Block "I," Lot 2 in Block "B," and part of Lot 17 in said Block "B," in Village of Bewdley, in the Tp. of Hamilton, Co. of Northumberland, Ont.	250 00
20784	1914. Jan. 26..	George H. G. McVity, (executor and trustee of estate of R. C. Smith).	For damages to Lots 6, 7,.8, 9 and 10 south of Francis Street, and Lots 1 and 2 north of Water Street, Village of Fenelon Falls, Co. of Victoria, Ont., consequent upon construction of Canal.	30 00
20785	Mar. 14..	Corporation of the United Townships of Burleigh and Anstruther.	For damages by water to Bridge and approaches thereto over Sucker Creek on the road from the Burleigh Road to Jack's Lake Settlement, Tp .of Burleigh, Co of Peterborough, Ont.	60 00
20786	Mar. 23..	Annie Davis *et al*.....	For damages by water to Lots Nos. 1, 2 and 3 in the 18th Con. of the Tp. of Harvey, Co. of Peterborough, Ont.	290 00

* Too late for last year's report.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

SESSIONAL PAPER No. 20

CONTRACTS entered into during nine months ended December 31, 1913.

INTERCOLONIAL RAILWAY.

Number of Contract.	Date of Contract.	Contractors.	Description.
	1913.		
19955	April 1..	Canadian Car and Foundry Company, Limited.	Delivery of a Steel Underframe Tank Car of 8,000 Imperial gallons capacity.
19956	" 1..	Canadian Car and Foundry Company, Limited.	Delivery of 500 Steel Frame Box Cars of 60,000 pounds capacity.
19957	" 1..	Canadian Car and Foundry Company, Limited.	Delivery of 20 Refrigerator Cars of 60,000 pounds capacity.
19964	" 7..	Canadian Car and Foundry Company, Limited.	Delivery of 100 "Hart" Convertible Cars of 40 tons capacity.
19965	" 7..	Canadian Car and Foundry Company, Limited.	Delivery of 50 "Otis" All-steel Dump Cars of 50 tons capacity.
19985	" 15..	Canadian Locomotive Company, Limited.	Delivery of 10 Consolidation Type Freight Locomotives.
19986	" 15..	Canadian Locomotive Company, Limited.	Delivery of 5 Simple Switching Engines.
19987	" 16..	Canadian Car and Foundry Company, Limited.	Delivery of 100 Steel Underframe Platform Cars of 80,000 pounds capacity.
19991	" 19..	The Atlantic Sugar Refining Company, Limited.	Routing and shipping freight over railway.
19993	" 21..	Nova Scotia Car Works, Limited.	Delivery of 150 wooden box cars.
19994	" 21..	" " "	Delivery of 250 steel frame box cars.
20000	" 22..	Sir W. G. Armstrong-Whitworth & Company, Limited.	Construction and delivery at a port on Northumberland Straits of a Steel Screw Ferry Steamer.
20004	" 28..	A. T. MacKie	Construction of a car ferry terminal at Cape Tormentine, N.B.
20020	May 3..	H. J. Phillips, R. E. Mutch and A. McLean.	Construction of spur line of railway from Pugwash, on Oxford Branch, to Pugwash Harbour, 1½ miles.
20044	" 20..	The Preston Car and Coach Company, Limited.	Delivery of 8 First Class Day Coaches for the Intercolonial Railway.
20047	" 26..	Montreal Locomotive Works, Ltd.	Delivery of 4 Pacific Type Passenger Locomotives.
20048	" 26..	" " "	Delivery of 5 Consolidation Type Freight Locomotives.
20059	" 13..	The Pullman Company	Delivery of 3 Sleeping Cars.
20060	" 13..	" "	Delivery of 2 Dining Cars.
20066	" 30..	Canadian Car and Foundry Company, Limited.	Delivery of 2 65-foot Postal Cars.
20067	" 30..	Canada Foundry Company, Ltd..	Delivery of 10 Consolidation Type Freight Locomotives.
20075	April 19..	The Levis Ferry Company, Ltd..	For the transfer of all baggage from Levis to Quebec and from Quebec to Levis; for the transfer from cars and platforms at Levis, of all freight destined to be delivered into Levis Freight Shed, and for the transfer from ice-house at Levis, of all ice required for cars and station.
20116	June 21..	Canadian Car and Foundry Company, Limited.	Delivery of 4 Composite First-class and Baggage Cars.
20117	" 21..	Canadian Car and Foundry Company, Limited.	Delivery of 5 Vestibule Colonist Sleeping Cars.
20121	May 28..	Dominion Iron and Steel Company Limited.	Delivery of 3,000 tons of steel rails for Dartmouth to Deans Branch.
20177	July 17..	Colbrook Realty and Development Company.	For the construction of sidings connecting Contractor's premises with the Intercolonial Railway at Coldbrook, N.B.
20182	Aug. 6..	Dominion Iron and Steel Company, Limited.	Delivery of 10,000 tons of steel rails.
20199	May 29..	Nova Scotia Clay Works, Limited.	To lower and enlarge a culvert under railway near Lantz, in County of East Hants, at expense of Company, and Company to keep approaches on their property free for the passage of water.

CONTRACTS entered into during nine months ended December 31, 1913.—*Continued.*

INTERCOLONIAL RAILWAY—*Continued.*

Number of Contract.	Date of Contract	Contractors.	Description.
	1913.		
20200	Aug. 15.	The Canadian Pacific Railway Company.	For running rights over the Fredericton bridge and approaches.
20245	Sept. 2.	Antoine J. Leger and Tilman D. Leblanc.	Erection of a passenger station at Bathurst, N.B.
20267	" 2.	Cook Construction Company, Ltd. & Wheaton Bros.	Construction of Sections Nos. 1 and 2 of the Halifax Ocean Terminals Railway.
20285	Oct. 6.	Soper & McDougall	Widening of road-bed for double track between St. Romuald and Chaudiere Curve, Que.
20280	Sept. 30.	Dominion Bridge Company, Ltd.	Delivery of one steel turntable.
20290	Oct. 4	The City of Sydney	Supply of water.
20300	" 28.	Williams & Wilson, Limited	Construction of a Mechanical Coal Handling Plant at Drummondville, Que.
20403	Sept. 23	Niron S. Thompson	Construction of a siding connecting ballast pit situated at a point near Sweet's Siding, 1·36 miles from Oxford Junction, with railway.
20404	" 23.	Francois Vaillancourt	Construction of a siding connecting lumber yard at a point 3 miles east of Amqui, P.Q., with railway.
20405	" 29.	J. B. Snowball Company, Limited.	Construction of a siding connecting warehouse on wharf near Chatham, N.B., with railway.
20406	Oct. 1.	Wm. T. Robinson	Construction of a siding connecting piling ground at a point 1 mile west of Blissfield, N.B., with railway.
20412	Nov. 8.	J. A. Boulay	Addition to the freight shed at Causapscal, P.Q.
20413	Oct. 29.	K. A. Morrison	Construction of a line of railway from Nelson to main line of I.C.R. at south end of south-west Miramichi River Bridge, and Wye at Derby Junction Station, N.B.
20414	Nov. 10.	"	Construction of pipe line and dam at Assametquaghan, Que.
20415	" 10	"	Construction of pipe line at Campbellton, N.B.
20421	" 24.	"	Construction of pipe line and dam at Metapedia, Que.
20422	" 24.	McLaggan, McBean & Bell	Erection of freight shed at Fredericton, N.B.
20426	Sept. 27.	The Renous Bridge Lumber Company, Limited.	Construction of a siding connecting a stone quarry at a point 1½ miles west of Renous, N.B., with railway.
20427	Oct. 9	Hardwood Planing Mills, Limited.	Railway siding at Moffatt, N.B.
20457	Nov. 12	The Bathurst Lumber Company, Limited.	Construction of a siding connecting loading ground at Bathurst with railway.
20458	Sept. 29	The Imperial Oil Company, Ltd.	Construction of a siding connecting oil tank at Chatham, N.B., with railway.
20478	Dec. 26.	S. R. Gaudet and Oliver Dupuis.	Erection of passenger station and concrete platform at College Bridge, N.B.
20479	" 26.	S. L. Currie	Combined section house and station at Graham's, N.S.
20480	" 26.	Sumner Company	Erection and completion of a hot water heating system at Oxford Junction Station, N.S.
20481	" 26.	J. A. Boulay	Erection and completion of extension of freight shed at Villeroy, Que.
20482	" 26.	"	Erection and completion of addition to freight shed at St. François, Que.
20483	" 26.	British-American Construction Company, Limited.	Erection of brick and stone passenger station, baggage and express rooms at Sussex, N.B.
20484	" 26	J. W. Begin	Erection and addition to freight shed at Montmagny, Que.
20485	" 26.	Murdoch McLeod and Robert Sinnis.	Addition to freight shed at Westville, N.S.
20512	" 22.	Miramichi Foundry and Machine Works.	For the construction of a siding connecting a foundry at Chatham, N.B., with railway.

CONTRACTS entered into during nine months ended December 31, 1913.—*Concluded.*

INTERCOLONIAL RAILWAY.—*Concluded.*

Number of Contract.	Date of Contract.	Contractors.	Description.
	1913		
20527	" 31..	Finch, Pruyn & Company.....	For the erection of a siding connecting timber limits, lumber mills, etc., between Laurier and DeLotbinière.
20582	Sept. 25..	Restigouche Lumber Company, Limited.	For the construction of a siding connecting a saw mill with the railway at Dalhousie Junction, N.B.

PRINCE EDWARD ISLAND RAILWAY.

	1913.		
20241	Sept. 2..	Roger Miller & Sons, Limited....	Construction of car ferry terminals at Carleton Point, P.E.I.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

PROPERTY LEASED by the Department of Railways and Canals

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Land or Rights demised.
	1913.		
19995	April 19	Jas. H. Hewson and Alexander A. Jones.	Land at Amherst, N.S.
20003	April 15	Wm. Gray-Sons Campbell, Ltd.	Land in Island Yard, City of St. John
20035	May 13	The Maple Leaf Telephone Co., Ltd.	Priv. to cross right of way with telephone wires enclosed in iron pipes at several places in Pictou County, N.S.
20036	May 13	P. C. Belle Isle	Land at a point 1·35 miles east of Campbellton Station, N.B.
a20056	May 20	Napoleon Dion	Land at Rivière du Loup, Que
20057	May 20	Price Bros. & Co., Ltd.	Priv. to string, etc., three No. 6 copper covered wires under and along south side of I.C.R. bridge crossing River du Sud at Montmagny, Que.
20058	May 20	R. J. Graham & Co.	Land at Windsor, N.S.
20156	June 21	David McDonald	Priv. to lay, etc., a 1-inch water pipe through culvert under tracks and across right of way of I.C.R. at Flatlands, N.B.
20165	June 10	John F. Kingston	Priv. to erect, etc., a tie loading plant or chute at the Deep Water Terminus of I.C.R. at Newcastle, N.B.
20197	Aug. 6	The Moncton Tramways Electricity & Gas Co., Ltd.	Priv. to lay, etc., a 4-inch iron gas pipe overhead across I.C.R. on the overhead Street Bridge on Union St., Moncton, N.B.
20198	Aug. 6	Town of Campbellton	Land at Campbellton, N.B.
20247	Sept. 4	City of Moncton	Priv. to lay, etc., two 18-inch and one 12-inch water pipe lines across lands and under tracks of I.C.R. in City of Moncton.
20269	Sept. 19	The Imperial Oil Co., Ltd.	Land at Sussex, N.B.
20272	Sept. 23	Village of Amqui	Priv. to lay and maintain two 6-inch water pipe lines across lands and under tracks of I.C.R. at Amqui, Que.
20281	Sept. 27	James Dunlap	Land at Boisdale Station, Co. Cape Breton, N.S.
20283	Oct. 1	The Imperial Oil Co., Ltd.	Priv. to lay and maintain two 2-inch wrought iron pipes across lands and under tracks of I.C.R. at a point 85 feet east of Chapel Street, Campbellton, N.B.
20470	Dec. 20	W. S. Sweet	Land at Folleigh Station, N.S.
20471	Dec. 20	George St. Pierre & Co.	Land at Rivière du Loup, P.Q.
20472	Dec. 20	E. L. Jobb	The right to lay water pipes over the I.C.R. at New Mills, N.B.
20473	Dec. 20	Benjamin Steeves	Land at Flatlands, N.B.
20474	Dec. 20	Frank Drysdale	Land at Wallace, Co. Cumberland, N.B.
20475	Dec. 20	William S. Downes	Land at Flatlands, N.B.
20489	Dec. 27	Maritime Coal, Railway & Power Co., Ltd.	Priv. to erect, etc., telephone and electric power wires across lands and over tracks of I.C.R. at Gould's Crossing, east of Amherst, N.S.
20502	Dec. 31	The Sydney Lumber Co Ltd.	Priv. to lay and maintain a 6-inch water pipe across lands and under I.C.R. tracks at Dalhousie, N.B.

PRINCE EDWARD

	1913.		
20157	July 2	The North Atlantic Fisheries, Ltd.	Portion of building on Railway Wharf at Alberton, P.E.I.

a Cancelled by Notice No. 20510, dated November 19, 1913.

SESSIONAL PAPER No. 20

during the nine months ended December 31, 1913.

RAILWAY.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$ cts.		
750 sq. ft.	During pleasure	April 1 ,1913	5 00	April 1	April 1, 1913
7,500 sq. ft.	" "	April 1, 1912	50 00	April 1	April 1, 1912
.....	" "	April 1, 1908	8 00	April 1	April 1, 1908
1¼ acre	" "	April 1, 1913	1 00	April 1	April 1, 1913
1,150 sq. ft.	" "	Sept. 1, 1911	5 00	Sept. 1	Sept. 1, 1911
.....	" "	April 1, 1913	1 00	April 1,	April 1, 1913
6,278 sq. ft.	" "	April 1, 1913	1 00	April 1,	April 1, 1913
.....	" "	April 1, 1913	1 00	April 1	April 1, 1913
.....	" "	June 1' 1913	1 00	June 1	June 1, 1913
.....	" "	June 1, 1913.—	1 00	June 1	June 1, 1913
225 sq. ft.	" "	April 1, 1913	1 00	April 1,	April 1, 1913
.....	" "	April 1, 1913	1 00	April 1	April 1, 1913
800 sq. ft.	" "	Feb. 1,1905	5 00	Feb. 1	Feb. 1, 1905
.....	" "	April 1, 1913	1 00	April 1	April 1, 1913
2,000 sq. ft.	" "	Aug. 1, 1913	5 00	Aug. 1	Aug. 1, 1913
	" "	April 1, 1913	1 00	April 1	April 1, 1913
6,482 sq. ft.	" "	Jan. 1, 1914	1 00	Jan. 1	Jan. 1, 1914
4,842 sq. ft.	" "	Jan. 1, 1914	1 00	Jan. 1	Jan. 1, 1914
.....	" "	Jan. 1, 1914	1 00	Jan. 1	Jan. 1, 1914
2,139 sq. ft.	" "	Jan. 1, 1914	1 00	Jan. 1	Jan. 1, 1914
264 sq. ft.	" "	Dec. 1, 1913	1 00	Dec. 1	Dec. 1, 1913
1·2 acres	" "	Jan. 1, 1914	5 00	Jan. 1	Jan. 1, 1914
.....	" "	Jan. 1, 1914	2 00	Jan. 1,	Jan. 1, 1914
.....	" "	April 1, 1913	1 00	April 1	April 1, 1913

ISLAND RAILWAY.

.....	During pleasure	May 1, 1913	60 00	May 1	May 1, 1913

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

PROPERTY LEASED to the Department of Railways and Canals by various

INTERCOLONIAL

No. of Lease.	Date of Lease.	Lessor.	Lands or Rights demised.
	1913.		
20034	May 13	Catholic Church of Parish of Ste. Cecile de Bic.	To lay and maintain a 6-inch drain pipe across church lands at Bic, Que.
20490	Dec. 27	The King Edward Hotel Co., Ltd.	Office, No. 51 King Street East, in Toronto, Ont.....

parties during the nine months ended December 31, 1913.

RAILWAY.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First instalment due.
			$ cts.		
.. ..	During pleasure of lessee.	April 1, 1913...	1 00	April 1....	April 1 1913
.....	3 yrs., renewable.....	Sept. 1, 1913...	2,400 00	Sept. 1....	Sept. 1, 1913

E. W. FAIRWEATHER,
Acting Departmental Solicitor.

PROPERTY Conveyed to the Department of Railways and Canals

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1913.		
20298	July 31.	Clara G. Archibald...	Land at.....
	1911.		
*20301	Oct. 31.	Joseph Gardner and Annie Gardner.	Land at Nelson (Parcel No. 2).....
*20302	Mar. 3.	William Ronan *et ux*...	Land at Nelson (Parcel Nos. 3 and 4).....
*20303	Mar. 6.	Michael Ronan.....	Land (Parcel No. 5) at.....
*20304	Mar. 25.	William Dolan *et ux*...	Land (Parcel No. 7) at.....
*20305	Mar. 2.	Joseph Hayes.....	Land (Parcel No. 8) at.....
*20306	Oct. 20.	John P. Burchill *et ux*.	Land (Parcel No. 9A) at.....
*20307	Oct. 20.	John P. Burchill and Josephine Sargeant, Trustees and others	Land (Parcel No. 9B) at.....
	1910.		
*20308	Dec. 23.	Michael Fletcher *et ux*	Land (Parcel No. 10) at.....
	1911.		
*20309	Mar. 1.	Mrs. Eliza Getchell and Thomas Nixon.	Land (Parcel No. 11) at.....
	1910.		
*20310	Dec. 20.	John H. Sargeant, Chas. Sargeant and Edith Sargeant.	Land (Parcel No. 12) at.....
	1911.		
*20311	Mar. 11.	Josephine Sargeant, Elizabeth Percival.	Land (Parcel No. 13) at.....
*20312	April 6.	Ellen McCoombs and others.	Land (Parcel No. 14) at.....
	1910.		
*20313	Oct. 7.	Harriet J. Doran, Lena Doran, Gordon J. Doran and Woodside Doran.	Land (Parcel No. 15) at.....
	1911.		
*20314	Mar. 13.	Dennis Sullivan *et ux*..	Land (Parcel No. 16) at.....
	1910.		
*20315	Dec. 23.	Alexander McFarlane *et ux*.	Land (Parcel No. 17) at.....
	1911.		
*20316	Mar. 13.	John P. Burchill *et ux*.	Land (Parcel No. 18) at.....
*20317	May 1.	J. B. McFarlane *et al*..	Land (Parcel No. 19) at.....
*20318	June 9.	Alex. Henderson *et al*.	Land (Parcel No. 20) at.....
	1910.		
*20319	Dec. 22.	George Vye *et ux*.....	Land (Parcel No. 21) at.....
*20320	Dec. 21.	Elizabeth Vye *et mar*.	Land (Parcel No. 22) at.....
*20321	Dec. 21.	Robert P. Ullock.....	Land (Parcel No. 23) at.....
*20322	Dec. 29.	Howard Walls *et ux*...	Land (Parcel No. 24) at.....
*20323	Dec. 21.	Thomas Fernandez....	Land (Parcel No. 25) at.....

during the nine months ended December 31, 1913.

RAILWAY.

District.	County.	Area.	Amount.
			$ cts.
Moncton	Westmorland, N.B.	28,117 sq. ft.	25,000 00
Nelson	Northumberland, N.B.	8/100 acres	53 54
"	"	1 "	1,093 75
"	"	74/100 "	343 75
"	"	1 76/100 "	520 83
"	"	40/100 "	416 66
"	"	41/100 "	430 00
"	"	41/100 "	430 00
"	"	1 76/100 "	312 50
"	"	1 53/100 "	208 33
"	"	5·10 "	625 00
"	"	1·13 "	312 50
Chatham	"	1·13 "	281 28
"	"	1·22 "	150 00
Nelson	"	1·35 "	156 25
"	"	1·16 "	140 63
"	"	1·58 "	166 63
Chatham	"	94/100 "	156 25
"	"	4·19 "	584 38
"	"	0·44 "	104 17
Nelson	"	0·37 "	104 17
Chatham	"	0·83 "	125 00
Nelson	"	0·52 "	125 00
Chatham	"	0·79 "	114 58

PROPERTY Conveyed to the Department of Railways and Canals

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1911.		
*20324	Mar. 16.	Margaret Ullock *et al* (estate Henry G. Ullock).	Land (Parcel No. 26) at
*20325	Mar. 6.	James A. Ullock *et ux*	Land (Parcel No. 27) at
	1910.		
*20326	Dec. 20.	Andrew Bryce *et ux*	Land (Parcel No. 28) at
*20327	Dec. 23.	John R. Jackson *et ux*.	Land (Parcel No. 29) at
	1911.		
*20328	Mar. 27.	Eliza A. Jackson	Land (Parcel No. 30) at
*20329	Mar. 13.	J. P. Burchill *et ux*	Land (Parcel No. 31A) at
*20330	April 18.	Lavinia Burchill and J. P. Burchill, Administrators.	Land (Parcel No. 31B) at
*20331	April 7.	Robert A. Murdock *et ux*.	Land (Parcel No. 32) at
*20332	Mar. 27.	Angus McIntosh *et ux*.	Land (Parcel No. 33) at
*20333	Feb. 27.	Jonathan Harper *et ux*	Land (Parcel No. 34) at
*20334	Mar. 6.	John Phee *et ux*	Land (Parcel No. 35) at
*20335	April 5.	Jane Phee *et al*	Land (Parcel No. 36) at
*20336	June 10.	Henry H. Ullock	Land (Parcel No. 38) at
*20337	Mar. 27.	Richard Williams *et ux*	Land (Parcel No. 39) at
	1910.		
*20338	Sept. 30.	James Robins *et al*	Land (Parcel No. 40) at
	1912.		
*20339	Feb. 20.	Alexander Thompson *et ux*.	Land (Parcel No. 47) at
	1911.		
*20340	June 9.	Samuel Waddleton *et ux*.	Land (Parcel No. 48) at
	1910.		
*20341	Dec. 20.	Geo. Simpson *et ux*	Land (Parcel No. 49) at
*20342	June 24.	Alexander Hay *et ux*	Land (Parcel No. 50) at
	1911.		
*20343	Mar. 1.	Thomas Lane *et ux*	Land (Parcel No. 51) at
*20344	Mar. 1.	Joseph Rigley *et ux*	Land (Parcel No. 52) at
	1910.		
*20345	Dec. 21.	Andrew H. Marquis *et ux*.	Land (Parcel No. 53) at
*20346	Dec. 23.	Timothy McDonald *et ux*.	Land (Parcels Nos. 54 and 59) at
*20347	Dec. 23.	Alexander Thompson *et ux*.	Land (Parcels 55 and 60) at
	1911.		
*20348	Mar. 1.	William Wilkinson *et al*.	Land (Parcels 56 and 61) at
*20349	April 12.	Andrew H. Marquis *et ux*.	Land (Parcel 58B) at
*20350	Mar. 3.	Alexander Fraser et *ux*	Land (Parcel No. 62) at
*20351	Oct. 14.	Alexander Fraser *et ux*	Land (Parcel No. 63A) at

during the nine months ended December 31, 1913—*Continued.*

RAILWAY.—*Continued*

District.	County.	Area.	Amount.
			$ cts
Chatham	Northumberland, N.B.	0·39 acres.	83 33
"	"	0·41 "	83 33
"	"	0·79 "	130 21
"	"	0·58 "	135 42
"	"	0·57 "	93 75
Nelson	"	435/1000 "	83 33
Chatham	"	·435 "	83 33
"	"	2·26 "	260 42
"	"	1·10 "	130 21
"	"	2·23 "	270 83
"	"	1·37 "	156 25
"	"	0·40 "	83 33
"	"	2·22 "	243 42
"	"	1·19 "	197 92
"	"	0·62 "	120 00
"	"	0·7 "	202 50
"	"	0·65 "	303 75
"	"	1·52 "	506 25
"	"	1·2 "	566 04
"	"	1·29 "	455 62
"	"	0·44 "	506 25
"	"	0·43 "	810 00
"	"	6,006 / 6,500 sq. ft.	619 42
"	"	6,006 / 6,000 "	938 54
"	"	6,000 / 10,300 "	1,435 83
"	"	10,400 "	221 66
"	"	5,280 "	138 02
"	"	7,410 "	171 88

PROPERTY Conveyed to the Department of Railways and Canals

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
*20352	Dec. 23.	Henry Kelly.....	Land (Parcel No. 65) at.....
*20353	Dec. 16.	J. B. Snowball Co., Ltd.	Land (Parcel No. 67 and 67A) at.....
	1911.		
*20354	May 15.	Mary Grant.....	Land (Parcel No. 68A) at.....
*20355	April 15.	Mary Jardine.....	Land (Parcel No. 68B) at.....
	1910.		
*20356	Dec. 17.	Duncan Cameron *et ux*	Land (Parcel No. 69) at.....
	1911.		
*20357	Nov. 23.	Lawrence K. Lloyd...	Land (Parcel No. 71) at.....
	1910.		
*20358	Dec. 21.	Samuel U. McCulley *et ux.*	Land (Parcel No. 72) at.....
	1911.		
*20359	Mar. 1.	James Stothart.....	Land (Parcel No. 73) at.....
*20360	May 12.	Isabella J. Letson *et al*	Land (Parcel No. 74) at.....
*20361	Mar. 20.	Johanna Hackett *et mar.*	Land (Parcel 75 and 77) at.....
	1910.		
*20362	Dec. 22.	Samuel Habberley, Surviving Trustee of R. S. Blackstock.	Land (Parcels 78 and 80) at.....
	1911.		
*20363	April 18.	Lydia E. Habberley *et al.*	Land (Parcel No. 79) at.....
*20364	Mar. 3.	Alexander Fraser *et ux*	Land (Parcel No. 82) at.....
*20365	June 13.	Richard D. Walsh *et ux.*	Land (Parcel No. 85) at.....
*20366	June 24	William Wilkinson....	Land (Parcel No. 86A) at.....
	1910.		
*20367	Dec. 21.	Samuel U. McCulley *et ux.*	Land (Parcel No. 86C) at.....
	1911.		
*20368	Mar. 25.	James Desmond *et ux* and Patrick Joseph Desmond.	Land (Parcel No. 86D) at.....
*20369	Mar. 8.	James L. Stewart.....	Land (Parcel No. 88) at.....
*20370	Mar. 13.	William H. MacLachlin *et ux.*	Land (Parcel No. 89) at.....
*20371	July 5.	Mary Ann Benson *et al*	Land (Parcel No. 91) at.....
	1910.		
*20372	Dec. 16.	J. B. Snowball Co., Ltd.	Land (Parcel No. 92) at.....
	1912.		
*20373	Mar. 28.	John D. Creaghan *et ux*	Land (Parcel No. 93) at.....
	1911.		
*20374	July 24.	John C. Miller *et ux*...	Land (Parcels Nos. 97 and 98) at.....

during the nine months ended December 31, 1913—*Continued.*

RAILWAY.—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
Chatham	Northumberland, N.B.	13,210 sq .ft.	2,208 33
"	"	27,500 "	993 75
		16,000	
"	"	2,400 "	60 50
"	"	4,316 "	1,286 40
"	"	3,383 "	907 50
"	"	4,480 "	100 83
"	"	16,432 "	331 25
"	"	4,226 "	772 92
"	"	1,250 "	50 42
"	"	1,592 "	282 33
		1,075	
"	"	4,256 "	2,097 92
"	"	4,000 "	3,422 92
"	"	6,070 "	2,318 75
"	"	43,700 "	15,437 50
"	"	2,458 "	100 83
"	"	6,620 sq. ft	1,411 65
"	"	515 "	50 42
"	"	159 "	151 25
"	"	1,100 "	831 87
"	"	3,700 "	828 12
"	"	4,880 "	3,698 96
"	"	1,600 "	338 73
"	"	5,400 "	10,375 00
		28,660	

PROPERTY Conveyed to the Department of Railways and Canals

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
*20375	June 8.	Annie Adams *et mar.*	Land (Parcel No. 99A) at
*20376	April 25.	Agnes C. Anderson *et al.*	Land (Parcel No. 99B) at
*20377	Mar. 14.	John E. Ryan *et ux.*	Land (Parcel No. 102) at
*20378	June 12.	Eliza Kerr	Land (Parcel No. 105) at
*20379	May 5	Mary Ann Lyons (Guardian).	Land (Parcel No. 107) at
*20380	April 7.	Daniel W. Elkin	Land (Parcel No. 108) at
*20381	May 5.	Mary Lyons	Land (Parcel No. 109) at
*20382	Mar. 31.	Catherine Mulhearn *et al.*	Land (Parcel No. 110) at
	1910.		
*20383	Dec. 16.	J. B. Snowball Co., Ltd.	Land (Parcel No. 113) at
	1911.		
*20384	Mar. 2.	George England	Land (Parcel No. 115) at
*20385	Mar. 1.	Solomon Darbyson *et ux.*	Land (Parcel No. 116) at
*20386	Mar. 10.	Peter England *et ux.*	Land (Parcel No. 117) at
*20387	Mar. 10.	William Dick *et ux.*	Land (Parcel No. 119, 119A and 119B) at
	1911.		
*20388	April 15.	Mary Lillian Allen	Land (Parcel No. 120) at
	1910.		
*20389	Dec. 21.	Samuel U. McCulley *et ux.*	Land (Parcel No. 121) at
	1911.		
*20390	July 7.	John A. Irving *et ux.*	Land (Parcel No. 122) at
*20391	May 4.	Robina McIntosh	Land (Parcel No. 123) at
*20392	July 7.	Alexander Fenton *et ux*	Land (Parcel No. 125) at
	1910.		
*20393	Dec. 20.	David Fenton *et ux.*	Land (Parcel No. 126) at
	1911.		
*20394	Mar. 11.	Thomas Rogers *et ux.*	Land (Parcel No. 128) at
*20395	June 12.	Mary Bremner *et al.*	Land (Parcel No. 129) at
*20396	April 27.	William Damery et *ux*	Land (Parcel No. 132) at
*20397	Dec. 19.	Frances McEwen	Land (Parcel No. 133) at
*20398	Oct. 2.	Helen Dickenson *et mar.*	Land (Parcel No. 134) at
*20399	Dec. 19.	Peter England *et ux.*	Land (Parcel No. 135) at
	1913.		
20409	Oct. 3.	William H. Gould	Land at Elmsvale
20410	Sept. 17.	Frank A Reynolds *et al*	Land at
20434	Sept. 17.	Wellwood Reynolds *et al.*	"
20435	Oct. 7.	David Archibald *et al* (Trustee Presbyterian Church).	"
20436	Oct. 21.	Herbert Zwicker	Land at Elmsvale
	1911.		
*20437	June 6.	John R. Ryan *et ux*	Land, part Lot No. 101
	1910.		
*20496	Dec. 23.	William Kelly *et al.*	Land, part of Lot No. 45
*20497	Dec. 31.	Charles Matthews *et ux.*	Land, part of Lot No. 127

during the nine months ended December 31, 1913—*Continued.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
Chatham	Northumberland, N. B.	3,000 sq. ft.	784 58
"	"	4,000 "	248 44
"	"	320 "	322 60
"	"	1,652 "	411 66
"	"	3,120 "	1,714 17
"	"	2,352 "	463 75
"	"	2,147 "	938 54
"	"	5,000 "	1,214 58
"	"	39,000 "	10,083 33
"	"	10,605 "	1,109 17
"	"	4,042 "	1,109 17
"	"	11,029 "	1,109 17
"	"	0·05 acre 13,716 sq. ft. 2,200 "	100 83
"	"	0·62 acre	$203 33
"	"	0·80 "	254 17
"	"	0·80 "	468 75
"	"	1·26 "	461 25
"	"	1,23 "	881 88
"	"	1·23 "	406 66
"	"	0·81 "	254 17
"	"	2·41 "	625 00
"	"	0·90 "	41 00
"	"	3,372 sq.ft.	1,512 50
"	"	2,956 "	1,613 33
"	"	374 "	100 83
Middle Musquodoboit	Halifax, N.S.)	5,67 acre	141 75
Upper Musquodoboit	"	0·73 "	36 50
" "	"	1·36 "	54 40
" "	"	2·40 "	100 00
Middle Musquodoboit	"	1·87 "	56 10
Chatham	Northumberland, N.B.	526 sq. ft.	256 25
"	"	1·6 acre	506 25
"	"	0·80 "	254 17

PROPERTY Conveyed to the Department of Railways and Canals

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1911.		
*20498	Mar. 24.	Edward Fitzpatrick...	Land, part of Lot No. 76.....
	1913.		
20499	Oct. 8.	Mary E. Watson *et al*..	Land at.....
20503	Oct 9.	S. Louise Malcolm and	"
	Oct. 16.	Richard M. Roberts..	
20504	Oct. 3.	John A. Gould *et ux*...	Land at Elmsvale.....
20505	Nov. 21.	Daniel W. B. Reid *et al*	Land at Elmsvale.....
20506	Nov. 1.	David Pugsley *et ux*..	Land at Maccan.....
20531	Aug. 1.	James W. Murray *et ux*	Land, and land covered with water.....
20532	Sept. 15.	Howard Fulton *et ux*..	Land at.....
20533	Sept. 17.	William Deehman *et ux*.	"
20534	Oct. 1.	George Horne *et al*....	"
20535	Oct. 1.	Charles McGunnigle...	"
20536	Oct. 9.	James Holman *et ux*.	"
	1910.		
*20537	Dec. 19.	Mary Jane Sutton.....	"
	1913.		
20552	Nov. 27.	Buck Dillman *et ux*...	"
	1913.		
20572	June 25.	Harry H. Pickard *et ux*.	"
20573	Nov. 21.	George A. Horton *et ux*	"
20574	Dec. 6.	A. Caspian Day *et ux*.	"
20589	Dec. 1.	Alexander Burnett *et ux*.	"
20591	Nov. 29.	Alexander Sutherland *et ux*.	"
20592	Dec. 10.	Charles R. Tupper....	"
20593	Dec. 31.	Joseph P. Taylor.....	"
20615	May 22.	City of St. John.....	Parcel of Land.....
20653	Oct. 10.	Edward J. Trider.....	Land at.....
20654	Sept. 2.	Henrietta I. McNab *et al*.	"
20655	Oct. 7.	Donald Horne *et al*....	"
20656	Nov. 27.	Samuel Hiltz *et al*.....	"
20660	Nov. 15.	George J. Horne *et al*..	"
20661	Oct. 7.	Margaret Booth *et al*..	"
20662	Nov. 19	The Starr Manufacturing Company, Ltd..	"
20663	Oct. 3.	Henrietta I. McNab..	"
20664	Sept. 24.	Benjamin Hines.....	"
20666	Oct. 7.	Fannie Himelman *et al*	"
20667	Nov. 17.	Lydia Doherty *et al*..	"
20668	Sept. 26.	Anne S. Beuree *et al*...	"
20669	Sept. 24.	John E. Hines *et ux*..	"
	1912.		
*20675	Sept. 17.	Flora McNeil *et al*....	"
*20676	Sept. 23.	Peter J. McNeil *et ux*.	"
	1903.		
*20679	June 11.	W. H. Moore.....	Lot No. 237 at.....
	1913.		
20711	Oct. 2.	Henry Horne.....	Land at.....
20712	Sept. 20.	John Trider *et ux*. ..	"
20735	Oct. 31.	Roderick J. McDonald *et al*.	"
20736	Nov. 11.	Edward McKenzie *et ux*.	"
20737	Nov. 14.	Ellen E. Donaldson...	"

SESSIONAL PAPER No. 20

during the nine months ended December 31, 1913—*Continued.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
Chatham	Northumberland, N.B.	1,224 sq. ft.	44 17
Upper Musquodoboit	Halifax, N.S.	0·91 acre	13 65
Little River	"	3·14 "	200 00
			1 00
Middle Musquodoboit	"	4·50 "	135 00
" "	"	4·10 "	280 00
Maccan	Cumberland, N.S.	0·109 "	175 00
Mulgrave	Guysborough, N.S.		1,500 00
Upper Musquodoboit	Halifax, N.S.	1·99 "	89 55
" "	"	3·04 "	91 20
Eastern Passage	"	1,23 "	40 00
Upper Musquodoboit	"	2·17 "	150 00
" "	"	0·05 "	1 00
Nelson	Northumberland, N.B.	1,53 "	572 92
Upper Musquodoboit	Halifax, N.S.	2·40 "	
		0·10 "	250 00
Gibson	York, N.B.	0·74 "	1 00
Upper Musquodoboit	Halifax, N.S.	2·55 "	140 00
Middle Musquodoboit	"	4·95 "	125 75
Upper Musquodoboit	"	2·83 "	323 50
Middle Musquodoboit	"	5·79 "	186 20
" "	"	6·20 "	750 00
" " "	"	0·88 "	44 00
Dufferin Ward	St. John, N.B.		Exchange of land.
Eastern Passage	Halifax, N.S.	1·23 "	25 00
"	"	2·11 "	500 00
"	"	0·76 "	20 00
West Lawrencetown	"	1·78 "	25 00
Eastern Passage	"	1·21 "	40 00
"	"	2·50 "	109 35
"	"	1·10 "	2,100 00
"	"	1·61 "	132 20
"	"	0·52 "	40 00
"	"	0·67 "	20 00
"	"	0·26 "	15 00
"	"	0·26 "	15 00
"	"	0·25 "	15 00
Grand Narrows	Victoria, N.S.	3·03 "	1 00
"	"	2·08 "	93 60
Sydney	Cape Breton	1·36 "	139 19
Eastern Passage	Halifax, N.S.	1·01 "	10 00
"	"	0·97 "	25 00
"	"	0·21 "	15 00
"	"	0·29 "	10 00
"	"	0·27 "	25 00

PROPERTY CONVEYED to the Department of Railways and Canals

INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1913.		
20738	Nov. 15.	John E. Horne *et ux*...	Land at
20756	Sept. 27.	Jeremiah Cleary *et ux*.	"
20757	Nov. 17.	Kenneth McKenzie *et ux*.	"
20758	Oct. 7.	Freeman Sawler *et ux*.	"
20759	Dec. 9.	Clifford W. Rhind *et ux*.	"
20822	June 2.	Alexander Thompson *et ux*.	"
20834	June 10.	Alexander Hay *et ux*..	"
20843	Dec. 10.	John Dickie *et ux*.....	"

PRINCE EDWARD

	1913.		
20677	Aug. 1.	Frank McVarish *et ux*.	Land at
20773	June 15.	Frederick S. McDonald.	Land at Tp. No. 45 and damages
	1910.		
*20774	April 15.	Neil A. Cheverie *et al*.	Land in Tp. No. 47
	1911.		
*20775	May 19.	Allan McDonald.....	Land in Tp. No. 45
*20776	April 13.	James N. McPhee *et ux*.	Land in Tp. No. 46
*20777	May 19.	Catherine McDonald.	Land in Tp. No. 46
*20778	Mar. 15.	Hugh J. Campbell....	Land in Tp. No. 47
*20779	Mar. 15.	John J. Campbell *et ux*	Land in Tp. No. 47
*20780	Sept. 11.	Ada F. Boyd-Wallis *et al*.	Land in Tp. No. 46
	1912.		
*20781	Mar. 21	Alfred Morrow.....	Land in Tp. No. 47
	1911.		
*20782	July 14.	Hugh J. Campbell....	Land in Tp. No. 47

* Too late for last year's report.

during the nine months ended December 31, 1913.—*Concluded.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.
			$ cts.
Eastern Passage	Halifax, N.S.	0·27 sq. ft.	150 00
"	"	6·37 "	60 00
"	"	0·08 "	90 00
"	"	0·12 "	5 00
Little River	"	6·55 "	131 00
Chatham	Northumberland, N.B.	1·50 "	175 00
"	"	0·88 "	100 00
Middle Musquodoboit	Halifax, N.S.	1·50 "	75 00

ISLAND RAILWAY.

Harmony Junction	Kings County	18,692 sq. ft.	75 00
"	"		1,000 00
"	"	0·86 acre	240 00
"	"	10·51 "	465 10
"	"	1·01 "	75 00
"	"	0·92 "	113 00
"	"	0·74 "	97 50
"	"	1·26 "	97 50
"	"	3·12 "	165 00
"	"	0·19 "	150 00
"	"	0·5 "	80 00

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways

INTERCOLONIAL

No.	Date.	Grantee.	Description.
	1913.		
20460	Nov. 24..	City of St. John.....	Parcel of land in the City of St. John, N.B.....

and Canals during the nine months ended December 31, 1913.

RAILWAY.—*Concluded.*

Area.	Amount.	Remarks.
.....	Exchange of land	

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

DAMAGES RELEASED to the Department of Railways and Canals during the nine months ended December 31, 1913.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1913			$ cts.
*19938	Mar. 5	Emily Grenier.....	Of all claims, etc., owing to the death of her husband, Xavier Letellier.	$1,000 00
	1912			
*20094	Dec. 30	Alice McDevitt *et al*....	For damages to property on north side of St. George Street, City of Moncton, N.B., consequent upon construction of St. George Street Overhead Bridge.	400 00
	1913			
20095	April 11	Emil A. Wallberg.....	From and against all claims, damages, etc., arising out of or incidental to any contract or agreement heretofore entered into between himself and the Crown for services rendered, work done, etc.	59,357 08
*20139	Jan. 17	Hugh H. Reid.....	From and against all claims and demands on account of injuries sustained "Derby Junction Accident."	500 00
*20140	Jan. 30	Johanna Tobin.....	" " "	1,500 00
*20141	Jan. 30	Christopher O'Brien....	" " "	3,000 00
	1912			
*20142	Dec. 17	Joseph D. Armstrong...	" " "	2,050 75
	1913			
*20143	Jan. 24	William Irving.....	" " "	1,000 00
*20144	Feb. 3	Wesley D. Curtis.....	" " "	1,500 00
*20145	Feb. 19	Charles McDougall Administrator Estate of Harvey McDougall.	" " "	1,500 00
*20146	Jan. 30	Jane Clouston.....	" " "	1,500 00
	1912			
*20147	Dec. 20	Harry W. Steen.....	" " "	350 00
	1913			
*20148	Feb. 19	Katherine J. Harris (Administratrix estate of late Willard Harris.	" " "	3,000 00
*20149	Feb. 19	James Pleadwell (Administrator of estate of late Sadie Pleadwell).	" " "	3,000 00
20221	June 16	Onesime Carrier (Executor of estate of late Louis Napoleon Carrier *et al*.	From and against any and all claims and demands for labour performed by the late Louis Napoleon Carrier.	200 00
20223	July 5	Florence L. Tuttle.....	Of all claims, etc., owing to the death of her husband, Seldon C. Tuttle.	2,000 00
20224	July 11	Lewella Meredith Northrup.	Of all claims, etc., owing to the death of her husband, Harvey Allen Northrup.	2,000 00
20225	July 12	Frances McGill.	Of all claims, etc., owing to the death of her husband, Peter McGill.	1,000 00

DAMAGES RELEASED to the Department of Railways and Canals during the nine months ended December 31, 1913.—*Concluded.*

No. of Release	Date of Release.	Grantor.	Description.	Amount.
	1913			$ cts.
20226	July 12	Mary Clarke.....	Of all claims, etc., owing to the death of her husband, James Clarke.	1,000 00
20227	July 12	Frances Hale.....	Of all claims, etc., owing to the death of her husband, Hugh R. Hale.	1,700 00
20234	July 8	Bernadette R. B. Bouchard.	Of all claims, etc., owing to the death of her husband, Joseph A. Bouchard.	2,000 00

*Too late for last year's report.

E. E. FAIRWEATHER,
Acting Departmental Solicitor.

PART III.

REPORTS OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS AND OTHER OFFICIALS FOR THE YEAR 1913-14.

General Manager of Government Railways.

Report of the Chief Engineer, Government Railways.

" Mechanical Accountant, Government Railways.

" General Solicitor, Government Railways.

Statement of Casualties, Intercolonial Railway.

" " Prince Edward Island Railway.

Report of Comptroller and Treasurer, Intercolonial Railway.

" " " Windsor Branch.

" " " Prince Edward Island Railway.

" " " National Transcontinental Railway operation.

" Chairman and Secretary of Government Railways Provident Fund Board.

OFFICE OF GENERAL MANAGER OF GOVERNMENT RAILWAYS.
MONCTON, N.B., September 21, 1914.

SIR,—The undersigned has the honour to submit the following report on the working of the Canadian Government Railways during the fiscal year ending March 31, 1914.

The last official report on the working of Government Railways for the fiscal year ending March 31, 1913, was made under date of September 12, 1913, by the Government Railways Managing Board, which form of management was abolished on May 1, 1913; the management then being transferred to the General Manager of Government Railways.

The Government Railways, for the fiscal year ending March 31, 1914, consisted of the Intercolonial Railway, the Prince Edward Island Railway, and the Windsor Branch Railway.

Following the abolition of the Government Railways Managing Board and the transfer of the management to the General Manager of Government Railways certain changes were effected in several of the heads of the departments of the railway service, namely:—

The office of the Superintendent of Motive Power was superseded by the offices of the Superintendent of Rolling Stock and of Master Car Builder.

In connection with the engineering work the office of Chief Engineer of Government Railways was established and took over, together with the work of construction, the work theretofore under the Engineer of Maintenance, which latter position was abolished; a Division Engineer was appointed with head office at Moncton, reporting to the Chief Engineer on all engineering questions, and to the General Superintendent on all other matters pertaining to operation. Resident Engineers were appointed at various points on the railway, namely: Levis, Campbellton, Truro and New Glasgow; these officers were placed under the immediate supervision and direction of the Division Engineer in respect of engineering matters, and the Superintendents in respect of maintenance and operation matters. Bridge and Construction Engineers were appointed with direct supervision under the Chief Engineer, of the works appertaining to their respective offices.

The office of General Solicitor and General Claims Agent was established and the legal and general claims work of the railway theretofore conducted in part from the legal office of the Department of Railways and Canals at Ottawa, and in part from the head office of the railways at Moncton, was placed in the whole under the office so established.

Separate accounts were, during the said fiscal year, kept for each railway and these accounts will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of the officials are enclosed:

Report of the Chief Engineer on works chargeable to Capital and Revenue Accounts.

Report of the Superintendent of Rolling Stock, statements relating to the Mechanical Department.

Report of the General Solicitor, (January 1 to March 31, 1914).

Report of General Superintendent, statement of casualties.

INTERCOLONIAL RAILWAY.—*Continued.*

The report of the Comptroller and Treasurer, as follows:—

1. Capital Account.
2. Revenue Account.
3. Maintenance of Way and Structures.
4. Maintenance of Equipment.
5. Traffic Expenses.
6. Transportation Expenses.
7. General Expenses.
8. General Store Account.
9. General Balance.
10. Statement of Receipt of Expenses.
11. Equipment Renewal Account.
12. Rail Renewal Account.
13. Fire Renewal Account.
14. Statement of Cash Received.
15. Statement of Averages.
16. Statement of Articles carried by the Railway.
17. Statement of Freight and Passenger Receipts.

The length of railway in operation during the year 1913-14 was 1457·77 miles, a shortening, on account of the track diversion, of the mileage in operation for the previous year.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1913 was $97,137,807.17. The additions during the year were as follows:—

To Strengthen bridges	$ 134,582 34
" Increase accommodation, machinery, Halifax	107,485 41
" Locomotive and car shops with equipment, Moncton	132,170 25
" Sydney Mines diversion	17,306 93
" Diversion of line and branch at wharf, Chatham	45,271 77
" Increase accommodation, Truro	91,008 50
" Surveys and inspection	40,000 00
" Increase accommodation, Ste. Flavie	10,923 83
" Improvements Pt. Tupper	69,842 64
" Increase accommodation, Fredericton	19,990 68
" Improvements, Sussex	30,454 48
" Spur line to Wallace harbour	168 61
" Increase accommodation, Mulgrave	14,201 95
" Rolling stock	993,380 18
" Improve tripple valves of air brakes	7,150 00
" General protection of highways	33,532 52
" Diversion of line between Nelson and Derby junction	22,055 21
" Increase accommodation and facilities along the line	128,203 83
" Increase water supply	23,851 32
" Spur line to Courtenay bay, St. John	1,257 35
" New terminal facilities, Halifax	1,033,834 40
" Spur line, Pugwash	58,000 00
" Double tracking Chaudiere Curve to St. Romuald	43,098 75
" New station, Bathurst	9,611 61

INTERCOLONIAL RAILWAY.—*Continued.*

CAPITAL ACCOUNT. *Continued.*

To Furnishings for office building, Moncton		$ 2,499 66
" Docks and wharves, Halifax		308,769 28
" Improvements, Lévis		58,025 18
" Elimination of level crossings and grades, Moncton		25,949 49
" Increase accommodation, St. John		20,000 00
" Increase accommodation, Riviere du Loup		42 32
" Diversion of line between North Sydney and Leitches creek		33,080 32
" Installation of Block system in connection with operation		55,183 98
" Installation of telephone system in connection with operation		39,270 66
" Installation of cork roofing, Moncton		143 69
" Electrical equipment for charging electric lighted cars, Halifax		1,807 00
" New car ferry and dock for same, Mulgrave		1,689 67
" Additional facilities at Riviere du Loup		171 63
" Safety appliances for equipment		17,289 38
" Original construction		35 37
Towards the construction of a railway from a point at or near Dartmouth in the County of Halifax, via Musquodoboit to Deans settlement in the said County		700,656 69
Total		$101,469,807 05
Less—		
By additional sidings and spur line—		
Previous year's expenditure	$ 305 20	
Previous year's expenditure	2,000 00	2,305 20
Making the total cost on March 31, 1914		$101,467,501 85

Explanations in regard to the expenditure on Capital Account will be found in the reports of the Chief Engineer and the Superintendent of Rolling Stock.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$ 12,878,549
Working expenses	12,867,249
Net earnings	$ 11,300

There was a gain of $190,662.78 from the operation of the railway for the year. Of this surplus $179,362.78 was transferred in March to Equipment Renewal Account so that when the books were closed at the end of the year they showed net earnings $11,300.

The gross earnings compare as follows with those of the previous year:—

In 1913-14	$ 12,878,549 00
In 1912-13	11,984,482 69
Increase	$ 894,066 31

INTERCOLONIAL RAILWAY.—*Continued.*

CAPITAL ACCOUNT. *Continued.*

The earnings from passenger traffic compare as follows:—

In 1913-14	$ 3,674,878 75
In 1912-13	3,483,447 32
Increase	$ 191,431 43

The earnings from freight traffic compare as follows:—

In 1913-14	$ 8,469,590 33
In 1912-13	8,028,760 13
Increase	$ 440,830 20

The earnings from mails, express freight and miscellaneous compare as follows:—

In 1913-14	$ 734,079 92
In 1912-13	517,275 24
Increase	$ 216,804 68

The earnings by mile of railway compare as follows:—

In 1913-14	$ 8,839 27
In 1912-13	$ 8,162 98
Increase	$ 676 29

The earnings by train mile compare as follows:—

In 1913-14	$ 1 54
In 1912-13	$ 1 47

The numbers of passengers carried compare as follows:—

In 1913-14	3,983,511
In 1912-13	3,763,115
Increase	220,396

There was an increase of 189,071 in the number of local passenger and of 31,325 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1913-14	5,287,740
In 1912-13	5,203,469
Increase	84,271

There was a decrease in local freight of 129,795 tons and an increase in through freight of 214,066 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic, and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1913–14	$12,867,249 00
In 1912–13	11,984,482 69
Increase	$ 882,766 31

The averages compare with those of last year as follows:—

Per mile run by engines—

In 1913–14	1·25
In 1912–13	1·16

Per mile run by trains—

In 1913–14	1·54
In 1912–13	1·47

Working expenses per mile of railway—

In 1913–14	$8,831 51
In 1912–13	8,159 91

During the year, ending March 31, 1914, 685,418 ordinary ties were put in the track, and 216 miles ballasted and a total of fourteen miles of ditching completed in cuttings, to provide for better drainage for the road-bed. 12·497 miles of additional sidings provided at various points. Bridges, culverts, wharves, fences and buildings repaired and 40·72 miles of standard woven wire fence and 2·17 miles of snow fences erected.

The Superintendent of Rolling Stock reports rolling stock purchased, rebuilt in shops, etc.

As there were no accurate records of the physical characteristics of the railway, a resurvey to obtain these records was started, and the result of these surveys to March 31, 1914, is to be found in the report of the Chief Engineer. A large number of bridges on the railway reported for repairs, were repaired and a number reported for replacement were replaced by new ones. A statement of the bridges repaired and replaced is also to be found in the report of the Chief Engineer.

Signals.

It was found necessary to the proper despatch and efficiency in the operation of trains to install automatic block signals. Approximately 10 per cent of this work was completed within the year in installation between the following points:—

Halifax and Windsor Junction, 14 miles double track.
Painsec Junction and Moncton, 7 miles double track.
Hampton and St. John, 20 miles double track.

The installation of telephone train despatching system between St. John and Halifax was commenced, and about 90 per cent was completed on March 31, 1914.

Electric crossing bells have been installed at thirty-eight crossings along the line of the railway.

New Lines.

A contract has been let for a diversion of the line from Nelson on the Loggieville subdivision, to the southwest Miramichi bridge on the Moncton subdivision, 2·69 miles in length, to replace existing lines 5·55 miles.

A contract has also been let for a line from Leitches creek on the Sydney subdivision to North Sydney, about 4·3 miles in length, and on March 31, 1914, approximately 3 per cent of the work completed.

Extensive improvements and additions in railway harbour facilities at Halifax have been undertaken and information of the extent of the work carried on to the end of the year is to be found in the Chief Engineer's report.

Stores.

The value of general stores carried over from previous year was	$1,465,157 78
The value of stores purchased and charged from other departments was	5,997,858 05
Total	$7,463,015 83
The value of stores used and sold	5,283,133 75
Balance of general stores on hand March 31, 1914	$2,179,882 08

Windsor Branch Railway.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is operated by the Dominion Atlantic Railway Company, and is maintained by the Government, and the company pays the Government one-third of the gross earnings.

The following statement of the accounts prepared by the Comptroller is enclosed:—

No. 1.—Revenue account.
No. 2.—Maintenance of way and structures.
No. 3.—General balance.
No. 4.—Statement of earnings.

The revenue (⅓ earnings) was	$61,517 52
The cost of maintenance was	26,486 98
Net earnings	$35,030 54

The earnings decreased, and compare with those of the previous year as follows:—

Earnings, 1913–14	$61,517 52
Earnings, 1912–13	68,246 70
Decrease	$6,729 18

There was an increase in passenger traffic, while the mail earnings remained stationary. There was a decrease in freight traffic.

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1913-14 was 275·2 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment on March 31, 1913, was	$8,790,794 06
The expenditure during the year 1913-14 was	129,574 95
Making a total cost on March 31, 1914	$8,920,369 01
Gross earnings	$409,616 74
Working expenses	571,415 37
Deficiency	$161,798 63

The gross earnings compare with previous year as follows:—

1913–14	$409,616 74
1912–13	389,474 07
Increase	$ 20,142 67

The increase was in both passenger and freight traffic.

The working expenses compare with previous year as follows:—

1913–14	$571,415 37
1912–13	489,972 34
Increase	$ 81,443 03

The necessary work was done to maintain the railway in a state of efficiency including the replacing of rails with heavier weights for a distance of over one mile, renewing of track and switch ties, and the ballasting of several miles of track.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund which has been separately furnished shows a credit balance on March 31, 1913	$ 346,028 57
During the fiscal year the contributions of the employees amounted to	99,805 03
The contributions of the railway amounted to	99,805 03
Amount received for refund	1,236 00
Total of	$546,874 63
Total expenditure was	167,701 19
Leaving a balance of	$379,173 44
To which is to be added the interest	10,048 32
Making a total amount to the credit of the fund on March 31, 1914	$389,221 76

During the year one hundred and eight employees were retired and placed upon the fund, thirty-seven have died, leaving four hundred and eighty-five persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of seventy-one persons compared with last year.

I have the honour to be, sir,
Your obedient servant,

F. P. GUTELIUS,
General Manager of Government Railways

INTERCOLONIAL RAILWAY.

REPORT OF THE CHIEF ENGINEER'S DEPARTMENT.

ROADBED AND TRACK.

Subdivision or Branch.	Table of Mileage.			
	Main Line Miles.	Second Main Line Miles.	Passing Sidings Miles.	Other Sidings and Spurs–Miles.
District No. 1—				
Ste. Flavie	83·29		8·20	20·85
Riv. du Loup	117·86		21·57	18·53
Levis	22·72		1·75	6·59
Chaudiere	115·53		11·10	16·50
Nicolet	14·70		0·60	0·90
Rivière Ouelle Wharf	6·19		0·90	
Rivière du Loup Wharf				4·80
Rimouski				2·10
Ste. Rosalie Jct. to Montreal (joint section)	37·63			
Total	397·92		44·12	70·27
District No. 2—				
Moncton	185·37		15·86	48·07
Dalhousie	6·28			1·74
Campbellton	105·03		8·61	7·12
Fredericton	109·82		4·45	7·85
Loggieville	16·78		1·03	6·28
Total	423·28		29·95	71·06
District No. 3—				
Halifax	61·87	13·91	7·95	57·35
Truro	123·77	7·13	19·35	30·00
St. John	89·31	3·05	13·00	53·02
Dartmouth	12·00		0·25	3·50
Point du Chêne	11·98		1·00	3·50
Total	298·93	24·09	41·55	147·37
District No. 4—				
Sydney	91·17		4·0	19·94
Mulgrave	122·3	2·0	8·2	15·90
Stellarton	79·69		3·0	15·40
North Sydney	16·60		0·9	4·17
Trenton	8·46		0·3	4·70
Pugwash	4·54			1·20
Sunny Brae	12·48		0·2	0·60
Pictou	1·6		0·4	2·70
Total	336·84	2·0	17·0	64·61

SUMMARY.

District No.	Main Line Miles.	Second Main Line-Miles.	Passing Sidings Miles.	Other Sidings and Spurs—Miles.
1	397·92		44·12	70·27
2	423·28		29·95	71·06
3	298·93	24·09	41·55	147·37
4	336·84	2·0	17·0	64·61
Total for Intercolonial Railway..	1,456·97	26·09	132·62	353·31

RAILS.

The main line has been relaid with new 80 lb. and 85 lb. rail on the several districts, as follows:—

	Track Miles.
District No. 1—Relaid with new 80 lb. rail	9·63 miles.
Relaid with new 85 lb. rail	2·75 miles.
District No. 2—Relaid with new 80 lb. rail	27·33 miles.
District No. 3—Relaid with new 80 lb. rail	9·31 miles.
District No. 4—Relaid with new 80 lb. rail	18·01 miles.
Total track miles of new rail laid	67·03 miles.

With the good relay rail released in laying the above, the main track was relaid at various mileages, and all piped, excessively battered or otherwise defective rails removed from the track.

The mileage of the various weights of rails in the main tracks of through main line and branches is as follows:—

Weight of rail	56 lb.	67 lb.	70 lb.	80 lb.	85 lb.
District No. 1—Miles		19·41	16·37	328·11	2·75
District No. 2—Miles	26·0	109·75		288·97	
District No. 3—Miles	4·0	53·88		303·14	
District No. 4—Miles	19·71	87·29		231·44	
Totals	49·71	270·33	16·37	1,151·66	2·75

New 85 lb. rail purchased and allotted in 1913 has been distributed for laying, as follows:—

District No. 1	27·99 track miles.
District No. 2	24·00 "
District No. 3	16·27 "
District No. 4	12·89 "
Total	81·15 "

The laying in of this new rail will be proceeded with as soon as the season is sufficiently advanced.

Worn out 56 lb. rail has been replaced with heavier weight rail in 7·17 track miles of sidings.

RAIL YARD.

A new rail yard has been established at Moncton and 2,465 lineal feet of siding track laid for the loading and unloading of second hand rail. In this yard will be stored all second hand rail of various weights classified according to the service they are fit for, and from this point will be shipped all second hand rail required for the various works. There is at present stored in this yard the following rail:—

Size of Rail.	Main Line —Tons.	Branch Line —Tons.	Siding —Tons.	Scrap over 4 ft. —Tons.
80 lb.		7·5	1,418·9	278·5
70 lb.			17·3	
67 lb.			227·3	44·0
58 lb.			382·2	
56 lb.			514·7	106·0
Total		7·5	2,560·4	428·5

In addition to the above there is at present stored in this yard 250·9 tons of new 85 lb. rails, to be used in the manufacture of frogs and switches and as emergency stock.

The balance of the second hand rail at present scattered over the railway will be picked up, classified and stored here during the coming year.

This system will permit of obtaining the utmost value from all rails released from the main line. Rails which are good for branch lines will be allotted for that service and will not be laid in side tracks, but used to change out light weight rails on these branch lines when necessary. Sidings will not be indiscriminately relaid with heavy weight rails; but when the condition of the light rails warrants it, allotment of heavy siding rail will be made for this purpose. The concentration of second hand rails will permit of an accurate record being kept of all rails in stock.

TIE RENEWALS.

Track ties have been renewed during the year, as follows:—

	Main Line.	Average per Mile.	Sidings and Spurs.	Average per mile.
District No. 1—No. of ties renewed	124,419	345	12,546	116
District No. 2—No. of ties renewed	211,041	496	16,582	234
District No. 3—No. of ties renewed	183,518	508	25,998	135
District No. 4—No. of ties renewed	166,440	492	23,666	290
	685,418		78,792	

BALLASTING.

Ballasting of roadbed has been completed over the following mileage:—

District No. 1	80·75 miles.
District No. 2	67·29 miles.
District No. 3	50·69 miles.
District No. 4	18·00 miles.
Total	216·75 miles.

And a total of 14·38 miles of ditching has been completed in cuttings so as to provide better drainage for roadbed.

TILE UNDERDRAINING IN WET CUTTINGS.

Moncton sub-division, 8,000 lin. feet 6-inch tile pipe laid.
Truro sub-division, 500 lin. feet, 6-inch and 4-inch tile pipe laid.
Stellarton sub-division, 4,650 lin. feet, 6-inch tile pipe laid.
Pictou branch sub-division, 300 lin. feet, 6-inch tile pipe laid.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

It has been found necessary to protect embankments at various points from scour by waves where adjacent to large bodies of water, or where exposed to the action of the spring freshet. Also in cuttings through wet clay or material readily effected by moisture crib walls have been erected to arrest slides. Such protection works have been carried out as follows:—

District No. 2.

Chatham.—363 cubic yards of heavy stone riprap on face of embankment at Walsh's Cove.
Quarryville.—New crib work 600 feet long in wet cutting.
Blackville.—300 lin. feet of old crib work renewed.
West of Matapedia.—500 lin. feet of crib work built to protect embankment along river bank.

District No. 3.

Two hundred and seventy-five lineal feet of crib protection and 100 lin. feet of heavy riprap have been built to protect embankments from scour.

District No. 4.

On the Sydney sub-division 1,025 lineal feet of crib protection has been erected to save embankments from sea wash; and between mileage 46 and 47, 300 lineal feet of crib wall has been built in cuttings to arrest sliding of material.

ROCK CUTTINGS.

On the Campbellton sub-division all loose and dangerous stones have been removed from rock cuttings; and on the Sydney sub-division between mileages 42 and 44, and on the Mulgrave sub-division between mileages 7 and 9 similar work has been undertaken.

NEW TRACKS.

DOUBLE TRACK CONSTRUCTION.

On District No. 1 between St. Romuald and Chaudiere Curve a distance of 3·75 miles, contract has been awarded for the construction of a second main track. Work was started in October 1913, and to date about 80 per cent of the excavation has been taken out, and the entire work is 45 per cent completed.

MEETING SIDINGS.

New meeting sidings or extensions of meeting sidings have been constructed at the following points:—

District No. 1.	Lin. Ft.
Ste. Rosalie Jct., extension	1,104
District No. 2.	
Assametquaghan, extension	600
Moffats, extension	282
Nelson, extension	299
Chatham, extension	85
	1,266
District No. 4.	
Sydney Subdivision—	
Mile 88·01—new	1,185
Georges' River, new	1,903
Barrachois, extension	785
Hawkesbury Jct., extension	761
Trenton Subdivision—	
Mileage 0·2, new	2,225
Mileage 0·2, new	1,750
	8,609

SUMMARY.

District No. 1	1,104
District No. 2	1,266
District No. 3	Nil.
District No. 4	8,609
Total	10,979

BUSINESS SIDINGS, ETC.

Business sidings, loading tracks and additional sidings for car storage at busy stations, and various track changes have been constructed as follows:—

District No. 1.	Lin. Ft.
Ste. Rosalie, crossover	190
Lévis, stock yard siding	1,850
Mitchell, extension	135
St. Andre, crossover	250
	2,425
District No. 2.	
Moncton, rail yard tracks	2,615
Bathurst, additional tracks in yard	6,264
Campbellton, coal tracks	1,470
Nelson, new	171
Chatham, additional tracks in yard	3,481
Loggieville, new track	300
Taymouth ballast pit, new track	930
Fredericton, new freight shed tracks and team tracks with connections to yard	7,645
	22,876

District No. 3.	Lin. Ft.
Halifax, deep water terminal, additional sidings	5,315
Halifax, Richmond yard, additional sidings	24,000
Fairview, crossover	220
Halifax sub-division M. 31·4, business spur	625
Truro yard, additional sidings	1,670
Amherst, additional sidings	1,630
St. John, additional sidings	2,174
	35,634
District No. 4.	
Sydney, team loading tracks	1,695
Sydney sub-division M. 68·9, business spur	320
North Sydney sub-division M. 2·3, business spur	332
Mulgrave sub-division M. 111·6, business spur	275
Trenton, business sidings	3,768
Oxford, business spur	865
Stellarton sub-division M. 36·37, extension to business spur	200
	7,455

SUMMARY.

District No. 1	2,425
District No. 2	22,816
District No. 3	35,634
District No. 4	7,455
Total	68,330

PUGWASH BRANCH.

A spur line 6,050 feet long across Pugwash harbour to give a rail connection to the plant of the Nova Scotia Clay Works, and other industries, was started during the year and the grading is completed sufficiently to allow track to be laid throughout. Twelve thousand feet of track has been laid. A pile bridge 392 feet long has been built across the harbour, and all fencing and culverts completed. There is a D. G. swing span to be built on piles and concrete and the remainder of track laid and lifted and ballasted to a proper grade line.

PRIVATE SIDINGS.

The following sidings have been constructed for private firms:—

District No. 1.

Location.	Name of Firm or Person.	Lin. Ft.
Ste. Flavie	La Cie de Fonderie et Machineries (new)	380
Ste. Luce	La Cie de Chemin de Fer Neigette (connection)	200
Ste. Anne	College of Ste. Anne (new)	306
Montmagny	General Car Works (new)	880
Hadlow	Agricultural Department (new)	874
Laurier	Finch Pruyn Co., (new)	376
Nicolet	International Harvester Company (new)	191
		3,207

Location.	Name of Firm or Person.	Lin. Ft.
District No. 2.		Lin. Ft.
Bathurst	Bathurst Lumber Co. (new)	1,075
Moncton sub-division	M. 127·36, Gloucester Lumber and Trade Co. (new)	325
Dalhousie Junction.	Dalhousie Lumber Co. (extended)	52
Fredericton, S.D.	Mileage 43·81 W. Y. Robinson (new)	312
Renous	Renous Lumber Co. (new)	600
Chatham	J. B. Snowball Co., Ltd. (new)	270
"	" " " (new)	318
"	Miramichi Lumber Co. (new)	324
"	Miramichi Foundry Co. (new)	263
"	Imperial Oil Co. (new)	306
Moffat's	Hardwood Planing Mills, Limited (new)	879
Campbellton, S.D.	East of Amqui, Francois Vaillancourt (new)	417
Dufaultville	Ernest A. Dufault (extended)	80
		5,221
District No. 3.		
Halifax, S.D.	M. 31·44, Nova Scotia Clay Works	865
"	M. 89·5 Rhodes Curry Co	371
"	M. 85·8 Maple Leaf Lumber Co's. extension	169
Sussex	S. H. White & Co.	280
Coldbrook	Coldbrook Excelsior Works	350
Courtenay Bay	St. John City	388
St. John	J. A. Likely & Son, Ltd.	1,322
"	Atlantic Sugar Refinery Co.	700
Point du Chêne	Roger Miller & Son	436
" "	" "	595
		5,476
District No. 4.		
Sydney, S.D.	Mile 50·2 H. F. McDougall (new)	380
Sydney, S.D.	Mile 60·5 H. F. McDougall (ext.)	240
Mulgrave, S.D.	Mile 50·9 E. B. Heurtley's (new)	240
"	Mile 43·9 Cameron & Fraser (new)	958
"	Campbell's, A. A. Sutherland (new)	600
Trenton	J. J. Grant & Son (new)	654
Stellarton, S.D.	M. 1·36, N. S. Thompson (new)	450
"	M. 21·36, Batty Brick Co. (new)	2,105
"	M. 21·36, Batty Brick Co. (new)	270
Bear Brook	Acadia Coal Co. (new)	600
		6,478

SUMMARY.

District No. 1	3,207
District No. 2	5,221
District No. 3	5,476
District No. 4	6,478
Total	20,382

CHANGES IN MAIN LINE.

District No. 2.

At a distance of about 2¼ miles from Moncton, a connection has been made between the Intercolonial and the line of the National Transcontinental Railway which permits traffic to leave Moncton over the N. T. R. low grade line avoiding the heavy one per cent gradient in the I. C. R. main line, and so doing away with assisting trains out of this yard.

WATER SERVICE.

District No. 1.

All tank spouts which, when not in use, projected over the track and so did not give proper clearance, have been changed to stand in a vertical position against tanks.

Ste. Helene.—Temporary pump installed on account of lack of water available from gravity supply.

St. Charles Junction.—Pump and coal shed extended 12 ft and new standard tank boiler installed.

Bagot.—New Standard Tank boiler installed.

District No. 2.

Matapedia.—Survey made and contract awarded for gravity water supply, which includes the construction of a dam and new 8-inch cast-iron pipe line 5,273 feet long. Pipe line laid and concrete dam 90 per cent completed.

Assametquaghan.—Survey made and contract awarded for new gravity water supply. Work had to be postponed on account of severity of the weather at time contract was let.

Campbellton.—In order to increase the present gravity water supply contract was awarded for the laying of 6,850 lineal feet of 8-inch cast-iron pipe, but work was postponed on account of the severity of the weather at time contract was let.

Red Pine.—Pump house destroyed by fire and replaced with standard structure.

District No. 3.

Halifax.—New hydrant put in at pier No. 2 for fire protection.

Westchester.—Laid 125 feet of 1¼-inch galvanized pipe from private well to station and installing pump in station dwelling. Supply for domestic purposes.

Thompson.—Relaid old 3-inch W.I. pipe line 4,570 feet long with 6-inch wire wound wooden pipe. Gravity supply.

Dorchester.—Drilled new 6-inch well 185 feet deep and installed hand pump. Station supply.

Petitcodiac.—Raised tank 2 feet and set same on concrete blocks.

Norton.—Renewed top of reservoir. Station supply.

Bloomfield.—Well deepened to 16 feet and cased with 30-inch concrete pipe. Station supply.

Brockville.—New well dug 15 feet and cased with 30-inch concrete pipe. Station supply.

Coldbrook.—Station supply 275 feet of ¾-inch galvanized pipe laid connecting with Maritime Automobile Company's supply.

Hilden.—Station well 10 feet deep cased with 18-inch concrete pipe. Station supply.

District No. 4.

Boisdale.—New 40,000 gallon open wood tank built replacing 40,000 gallon wood tank.

West Bay Road.—New frame pump house with coal house built replacing frame pump house destroyed by fire. *See* 'Damage by Fire' also.

Mulgrave.—Water meter installed in concrete box to measure water sold to ships.

Avondale.—Well bored for station use.

Wallace Bridge.—Well bored for station use.

Monastry.—Well dug for station use.

In addition to the above, necessary repairs were made to water stations and water service equipment on the railway.

BUILDINGS.

New buildings, platforms, etc., or alterations or additions to existing buildings were constructed during the year as follows:—

District No. 1.

Ste. Flavie Subdivision:

Ste. Flavie.—New brick and stone passenger station completed and 870 feet of station concrete platform built. The freight shed was extended 100 feet, and the ice house was extended 63 feet 6 inches. Seven smoke jacks were renewed in the engine house.

St. Fabien.—300 feet new station platform built.

Rimouski.—Freight shed extended fifty feet (50').

Riviere du Loup Subdivision:

Rivière du Loup.—Bunk house and sand house built. Eleven smoke jacks were renewed in the engine house.

Dessaint.—Station platform extended 36 feet.

Montmagny.—Freight shed extended 100 feet, also a 100 foot extension made to the station platform.

St. Francois.—Freight shed extended 40 feet, also 40 foot extension made to station platform.

Chaudière Junction.—Ice house built. Twelve smoke jacks were renewed in the engine house.

Lévis Subdivision:

Lévis.—Cattle pen shed constructed, and a bond room 20 feet by 36 feet in freight shed. The changes necessary to accommodate the district offices in the station building were made.

Chaudière Subdivision—

Villeroy.—Freight shed extended 30 feet, also 30 feet extension made to platform.

St. Leonard Junction.—Station platform renewed.

Drummondville.—One hundred ton mechanical coaling plant built.

Ste. Rosalie Junction.—Coal and oil shed built.

District No. 2—

Moncton Subdivision—

Moncton.—An extension was made to the freight car repair shop in steel and concrete, under contract, with an insulated wood roof and separate heating system. The extension was carried northwardly from the original building to the end of the planing mill, a distance of 404 feet, and westwardly in line with the western side of planing mill doubling the capacity of this shop. Alterations were made in the power house and a 400 H.P. Bettington boiler installed.

Collet's.—Cinder platform built.
Section No. 55.—Tool house built.
Red Pine.—Pump house built.
Bathurst.—New brick station and concrete platform built.
Jacquet River.—New cattle pen built.
Section No. 66.—Tool house built.
Section No. 67.—Tool house built.
New Mills.—Station platform built.
Charlo.—Station platform renewed.
Eel River.—Station platform built.

Campbellton Subdivision—

Campbellton.—Ice house built, and yard office extended and rearranged for car checkers
Causapscal.—Freight shed extended 25 feet.

Loggieville Subdivision—

Nelson.—Loading platform built.

Fredericton Subdivision—

Fredericton.—Contract was let for freight shed on concrete foundation and concrete platform. Shed 30 feet by 304 feet, with office accommodation and warm room. Loading platform and team tracks were built. Six thousand six hundred and five feet of track laid.

District No. 3.

Halifax Subdivision—

Halifax.—Shed built on pier No. 6.
Fall River.—Tool house built, and platform extended 120 feet with cinders.
Wellington.—Tool house built.
Dewis.—Station platform extended 90 feet.
Grahams.—New station built and platform extended.

Truro Subdivision—

Truro.—Stone passenger station, which provides accommodation for district offices and restaurant completed, and concrete platform; also "tarvia" pavement on esplanade back of station from south end of the station eastward. New cattle pen built. New icehouse built.
Folleigh.—Ice house built.
Oxford Junction.—New basement under part of station and hot water heating system installed.
Dorchester.—Station platform extended.
College Bridge.—New station built, and freight shed moved to new location.

St. John Subdivision—

Moncton.—Verandah built on general manager's house. New pay office built in conductor's waiting room and restaurant in station remodelled.

Boundary Creek.—Freight shed extended 22 feet.

Sussex.—Contract was let for a brick and stone passenger station and baggage room, which are about 89 per cent completed.

Jubilee.—Freight shed extended 16 feet.

St. John.—The end wall of train shed removed and replaced with wood posts; also ticket office and newsroom remodelled.

Point du Chene Subdivision—

Shediac.—Drain 522 feet long laid from station cellar to sewer with 6-inch vitrified pipe.

District No. 4.

Sydney Subdivision—

Point Tupper.—Section tool house built. Carpenter shop built. Sand house built. Fourteen pocket, air hoist coaling plant erected. Double dwelling built. Brick and stone passenger station with hot water heating completed; also concrete platform built, 100 feet concrete ash pit built.

Cleveland.—Standard shelter station built.

Mile 10·61.—Loading platform built.

Mile 68·55.—Loading platform built.

Mulgrave Subdivision—

Hopewell.—Section tool house built.

Stellarton.—Concrete drop pit in car shop built. Mechanical stores building was remodelled.

Merigomish.—Section tool house built.

Marshy Hope.—Section tool house built.

Pirate Harbour.—New concrete ash pit built, required on account of yard re-arrangement.

Mulgrave.—Ice house built. Six sheet iron houses covering machinery on top of hoisting towers of transfer platform built to replace six wooden houses.

North Sydney Subdivision—

Watson's Cove.—New shelter built.

Little Bras d'Or.—New station and dwelling built.

Florence.—New station and dwelling built.

Stellarton Subdivision—

Loch Broom.—New shelter built.

Westville.—New section tool house built. Extension to freight shed.

Pictou Subdivision—

Pictou.—Extension to ice house fifty feet. New concrete ash pit 30 feet long. Mechanical stores building was remodelled.

FENCING (NEW AND REPAIRS).

40·72 miles of standard woven wire fence has been erected, and 2·17 miles of snow fences erected, as follows:—

Subdivision.	Wire Fence, Miles.	Snow Fence Miles
District No. 1—		
Rivière du Loup	6·59	1·00
Lèvis	1·00	0·00
Chaudière	0·30	0·00
District No. 2—		
Campbellton	6·90	0·41
Moncton	3·78	0·10
District No. 3—		
Truro	1·25	0·00
St. John	4·02	0·47
Windsor	1·75	0·00
District No. 4—		
Sydney	3·00	0·19
Mulgrave	9·00	0·00
Stellarton	3·13	0·00
Total	40·72	2·17

MAIL CATCHERS.

Mail catchers were erected at the following locations on the Ste. Flavie Subdivision: Ste. Luce, St. Anaclet, St. Simon, St. Eloi, St. Arsene. Halifax Subdivision: Fairview.

TURNTABLES.

Foundation, centre pier and end wall for standard 80 foot turntable was built at Sayabec, and the grading of approach completed. Contract has been let for the turntable.

A 75 foot through plate girder turntable on concrete foundation was installed at Point Tupper to replace the old 55 foot turntable at that place.

The centre of the turntable at Chaudière Junction was renewed.

TERMINAL IMPROVEMENTS.

Improvements at terminals have been shown under various headings.

Ste. Rosalie Junction—

One crossover track was built in yard to complete the yard rearrangement started in 1912.

Halifax—

At Richmond Yard a high rock bluff on the inside of a 10 degree curve has been removed so that the curvature of the main line has been reduced to a 6 degree curve. Yard at this point is being entirely remodelled. Work 90 per cent completed.

Halifax Ocean Terminals—

Following upon the filing of the plans and descriptions for the expropriation of the terminal site on the 13th February, 1913, and for the right of way of the approach railway and yards on the 7th March, 1913, detailed plans and descriptions

with areas and full particulars of each separate property were prepared from new and original surveys and from deeds, descriptions and plans in the possession of the various owners. During the year detailed surveys, plans and descriptions have been made for 75 properties representing a total area of about 150 acres. These plans, areas and descriptions have been supplied to the board of appraisers and the solicitors appointed to value and acquire the land required.

Existing buildings and structures on the terminal site and right of way of the railway were vacated, sold and removed as the work progressed and it was found necessary to clear the areas required for the construction of the railway and other works. The sales by public auction for the disposal of the existing buildings were held in 1913 on June 27, August 5, October 2, October 24, November 4, and in 1914 on January 5.

Plans and specifications were prepared and tenders called for on the 29th of May, 1913, for the grading of the Halifax Ocean Terminals railway including fencing, clearing, grubbing, grading, culverts, temporary bridges, road and street diversions and alterations; the construction of a rubble mound breakwater at Point Pleasant park and filling up bulkhead quays and piers in Halifax harbour and also for the freight terminal yard and alteration of the Intercolonial railway at Bedford basin and Rockingham and Fairview.

The whole work was divided into two contracts or sections. Section No. 1 included all the work required between Rockingham and Jubilee house. Section No. 2, all work south and east of Jubilee house, including the breakwater, filling and terminal yards at Halifax harbour. Separate tenders were obtained for each of the two sections and the tenders of the Cook Construction Company, Ltd., and Wheaton Bros., were accepted for both sections on July 2, 1913.

Work was begun on the Fairview end of the railway towards the end of July, and on the Halifax harbour end in August, and construction camps have been established at each end.

The clearing of the right of way has been completed from Bedford basin to Coburg road, and from South street to Halifax harbour. Standford's ponds at Fairview were drained in August, and a temporary junction was made with the main line of the Intercolonial railway.

The contractors' temporary standard gauge tracks have been extended southward beyond Bayers' road and the excavation of the cutting between Stanford's ponds and Bayers' road is being proceeded with. Considerable difficulty has been encountered in blasting the hard laminated shale rock in this heavy cutting due to the great dip of the strata and as a result the progress made has not been so good as the contractors had anticipated.

The excavated materials from this cutting are being used for filling along the west shore of Bedford basin to make up the site for the freight terminal yard between Rockingham and Fairview.

The Western Union Telegraph Co.'s lines have been diverted from the east side to the west side of the Intercolonial railway, between Rockingham and Fairview so as to be clear of the new freight terminal yard.

A concrete culvert has been completed under the railway at station 75-40—just north of Mumford road.

Grading has been nearly completed south of Mumford road from station 80:00 to station 96:50 and near Quinpool road from station 113:00 to station 118:10.

The excavation of the main line cutting and terminal site and the filling in Halifax harbour is being proceeded with, between Bower road and the Halifax gas works.

A temporary standard gauge branch line for the construction of the breakwater has also been constructed from the main line near Young avenue to the site of the breakwater near Fort Ogilvie in Point Pleasant park.

DOCKS.—FIRST UNIT—HALIFAX OCEAN TERMINALS.

Detailed plans and specifications were prepared and tenders called for on September 2, 1913, for Contract No. 3, docks, first unit, of the Halifax Ocean Terminals, which included 6,532 lineal feet of concrete quay wall; dredging of the harbour to a depth of 45 feet at low water of ordinary spring tides; filling and grading of areas to be reclaimed from Halifax harbour; construction of main intercepting and outfall sewers, and concrete and timber piling and concrete foundations and substructures for passenger and cargo transit sheds and buildings. In response to the first call for tenders, several were received, but as none of them were satisfactory, all were rejected. Tenders were called for a second time, and several were again received on the 20th of November. The tender of Messrs. Foley Brothers, Welch, Stewart and Fauquier was accepted on the 27th November, and the contractors arrived in Halifax and established their offices there, in January, 1914.

A camp building, stores, machine and blacksmith shops are being fitted up on Pleasant street, near the site of the dock works.

On account of the depth of water required and the nature of the work to be done in connection with this contract, a large amount of new and specially built plant has to be provided. The type and details of plant to be used have been carefully considered.

A sub-contract for dredging and for the filling of the reclaimed areas with materials to be borrowed by dredging has been let by the principal contractors to the W. J. Poupore Company, Limited, Montreal. The latter's steam suction hopper dredge *Prince Ito* started work on the 24th March filling for pier "A". Arrangements have been made for the steam dipper dredge *King Edward*, belonging to the same company, and now at Bathurst, N.B., with its accompanying scows and tugs to begin work as soon as possible after the harbour at Bathurst is clear of ice.

ENGINEERING.

(Halifax Ocean Terminals.)

The superintending engineer's office which has been temporarily located in Montreal from December, 1912, was transferred on August 18, to 137 Pleasant street, Halifax, a property on the terminal site which has been acquired by the Government, and which was converted into an office for the superintending engineer and his staff. An office engineer, resident engineer for the railway works, resident engineer for the dock works and a chief clerk were appointed, and the necessary staff of assistant engineers, draughtsman, instrumentmen, etc., organized and equipped to design and take charge of the works.

Point du Chêne.—A drain 1,052 feet was laid from the turntable pit at this place.

Pirate Harbour and Mulgrave.—Yard at Pirate Harbour was enlarged, a total of 3,562 feet of track being laid. Meter in concrete box installed to measure water supplied to ship. Mechanical stores building remodelled.

Point Tupper.—During the year a complete rearrangement of the yard was made involving extensive excavation and the relocation of and relaying of all existing sidings, which resulted in the changing of 15,000 feet of existing sidings and the addition of 6,080 feet of sidings. This work, and the buildings mentioned are mainly on account of the fire which wiped out practically all the terminal buildings at Point Tupper in 1912, and the yard changes were due to the rearrangement made by the change in location of the various buildings. This work is 99 per cent completed.

Sydney.—Mechanical Stores Building remodelled. Second-hand boiler installed in engine house. Extension to ticket office.

DAMAGES BY FLOODS.

Slight damage was done to the road bed in April at six (6) points on Fredericton subdivision on account of ice jam in the Nashwaak river.

The spring freshet caused slight damage on the Truro subdivision, as follows:—

Maccan.—Dam above track broke, washing out the ballast section.

Little Forks Bridge.—Dam broke and undermined pier of the bridge. Repaired with rip-rap and crib work.

DAMAGE BY FIRE.

Rivière du Loup Subdivision.—

St. Paschal.—Two hundred feet of railway fence burnt October 1, 1913.

Chaudière Subdivision—

St. Eugene.—Three box cars, 75 ties and 309 feet of rail fence burnt June 22, 1913.

Moncton Subdivision—

Bathurst.—Station burnt down April 5, 1913.

Red Pine.—Pump house burned down July 23, 1913.

Campbellton Subdivision—

Campbellton.—Inside office and store adjoining engine house gutted by fire February 9, 1914.

Truro Subdivision—

Amherst.—Section tool house burned down, February 14, 1914.

Windsor Subdivision—

One-quarter mile of railway fence burned, August 22, 1913.

Mulgrave Subdivision—

Hopewell.—Section tool house burned down May 26, 1913.

Marshy Hope.—Section tool house burned, April 23, 1913.

Sydney Subdivision—

West Bay Road.—Pump house burned down August 23, 1913.

Cleveland.—Shelter station burned down, October 3, 1913.

Stellarton Subdivision—

Loch Broom.—Shelter station burned down, June 11, 1913.

NEW LINES TAKEN OVER.

August 21, 1913, the "Sydney Mines Diversion," 9·53 was completed and put in operation as part of the North Sydney subdivision. This length of track connected Sydney Mines, on the North Sydney subdivision, with Sydney subdivision at Georges river, and the work involved consisted of extensions and additions to the sidings at Sydney Mines, connection with the Nova Scotia Steel and Coal Company's mines at Florence, a combined station and dwelling and a through siding at Florence, a connection with the McKay line at Little Bras d'Or, a combined station and dwelling and a short business siding at Little Bras d'Or, a passing siding at mile 4·8 and a short business siding and a shelter station at Watson's cove. The entire "diversion" has been laid with new 80-lb. rails; all bridges and culverts are of a permanent construction; the entire length has been fenced, and road-bed is standard.

NEW LINES—UNDER CONSTRUCTION.

A contract has been let for a diversion of line from Nelson, on the Loggieville subdivision, to the south-west Miramichi bridge, on the Moncton subdivision; 2·69 miles to replace existing line 5·55 miles. Contractor has plant on the ground ready to start work.

A contract was let for a line from Leitches creek, on the Sydney subdivision to North-Sydney, on the North-Sydney subdivision, about 4·3 miles. Work three per cent completed.

RESURVEYS.

As there were no accurate records of the physical characteristics of the railway, the works of resurveys to obtain these records is under way and following completed at 31st March, 1914.

Resurveys for standard right of way plans:—

Halifax subdivision—

Mileage 0·00 to 61·87 ..... 61·87 miles.

Plans for above completed.

Mileage 0·00 to 40·00 ..... 40·00 miles.

Resurveys for standard track profiles:—

Halifax subdivision—

Mileage 0·00 to 61·87 ..... 61·87 miles.

Truro subdivision—

Mileage 0·00 to 46·42 ..... 46·42 miles.

Total ..... 108·29 miles.

Profiles for above completed.

Halifax subdivision—

Mileage 0·00 to 61·87 ..... 61·87 miles.

Standard station yard plans have been completed as follows:—

Chaudière subdivision	4	plans.
Lévis subdivision	1	"
Rivière du Loup subdivision	4	"
Ste. Flavie subdivision	3	"
Nicolet subdivision	1	"
Campbellton subdivision	4	"
Moncton subdivision	12	"
Fredericton subdivision	4	"
Truro subdivision	3	"
St. John subdivision	1	"
Mulgrave subdivision	6	"
Sydney subdivision	6	"
	49	"

BRIDGES AND CULVERTS.

Chaudière subdivision—

Six wooden box culverts were replaced with concrete pipe culverts.

Ten feet open masonry culvert at Ste. Rosalie Junction extended twenty feet.

Becancour river bridge—

The contract for the new steel spans has been let and the bridge will be finished about the 1st of July. 4 deck plate girder spans 106 feet 8 inches, 98 feet 10½ inches, 103 feet 1½ inches and 100 feet 11½ inches.

Lévis subdivision—

Four masonry wall culverts were replaced with concrete pipe culverts.

Rivière du Loup subdivision—

Eleven wooden box culverts were replaced with concrete pipe culverts.

Rivière du Sud bridge at Montmagny—

A start was made on renewing the eight piers and two abutments of this bridge by railway forces. False work was driven and pier No. 9 torn down and excavation for new pier carried to hard pan. A contract is to be awarded for the balance of the work.

Ste. Flavie Subdivision—

Rivière du Loup Bridge.—Work was started by railway forces extending the three (3) piers and two (2) abutments of the bridge to take a double track bridge. Piers Nos. 1 and 2 have been completed and the work at other points under way.

Nicolet Subdivision—

A new concrete pipe culvert was put in at Mileage 4·5.

Campbellton Subdivision—

Seven (7) open culverts were replaced with concrete pipe culverts.

Moncton Subdivision—

Four (4) wooden stringer bridges replaced with steel beams and new decks. Two wooden stringer bridges renewed.

Brown's Siding.—One new concrete pipe culvert put in.

Fredericton Subdivision—

Mersereau's Brook.—The old bridge has been taken out here and a 12-ft. concrete arch culvert put in and fill over same made and track lifted one foot and the work at this place will be finished about two or three weeks after the frost is out of the ground.

Keenan's Brook.—The old bridge was taken out and a 14-ft. concrete arch put in and fill made over same and track lifted five feet and work will be finished in connection with this crossing in two or three weeks after the frost is out of the ground.

Covered Bridge.—A diversion of line with concrete abutments and steel span to replace present wooden structure is underway and work 70 per cent completed.

Nelson's Hollow Bridge.—Nothing was done here on account of a proposed change in alignment and a new substructure and steel bridge will be put in this year.

Nashwaak River Bridge.—Which consists of two abutments and four piers 3 deck Truss spans and 2 deck girder spans. Contract for substructure was let and about 50 per cent of same is finished. The substructure will be finished about August 1 and the steel spans will be erected this summer. The steel spans for this bridge are being taken out of the main line from places where it was required to put in new spans in order to take the heavy power.

Mileage 3:20.—A wood box culvert was put in for the N. B. Pulp and Paper Co., Limited.

St. John River Bridge.—Motive power for swing span on St. John river bridge at Fredericton. The contract for supplying engine has been let and engine has been supplied. The installing of this engine will be completed about the 1st of August.

Truro Subdivision—

Four (4) wood stringer spans renewed with steel beams and new decks.

Halifax subdivision—

Four (4) wood stringer spans replaced with concrete pipe culverts.

St. John subdivision—

Five (5) wood stringer spans replaced with concrete pipe culverts.

Point du Chene subdivision —

Five (5) culverts renewed.

Windsor Branch—

One (1) new stringer span renewed with steel beams and new deck.

Mulgrave subdivision—

West River, Antigonish.—Work of replacing wooden trestle approach of above span with concrete substructure and steel spans started by contract work, and work 18 per cent completed.

One (1) wooden wall culvert replaced with concrete pipe culvert

Sydney Subdivision—

Grand Narrows.—New end lift gear installed on swing span bridge.

Stellarton Subdivision—

French River Bridge.—Two (2) piers of this bridge were renewed with concrete from low water mark up, by Railway forces. Three (3) wood wall culverts replaced with concrete rail top culvert.

Oxford Subway.—Twenty-foot through plate girder span with ballast floor. The substructure for steel span is finished and the contract for steel has been let. The work will be finished about the middle of June.

Repairs have been made to the following bridges:—

Sydney Subdivision—

Ottawa brook, Walker's gulch, Leitches' creek, Ball's creek, West Bay road.

Mulgrave Subdivision—

Yankee grant, James river.

Stellarton Subdivision—

Orange brook.

Truro Subdivision—

Folleigh, River Philip, Little Forks.

Moncton Subdivision—

Barnaby river, third crossing; Barnaby river, second crossing; Bartibogue, Nipisiquit, Tete a Gouche, Elm Tree, Belledune.

Campbellton Subdivision—

Metis, Indian brook, Moffatt's.

The work in connection with the various alterations of thirty spans was completed.

A diver was employed to report on the condition of the substructure of the Mulgrave ferry landing below water.

General inspection has been made of all bridges.

SIGNALS.

Contract has been let for installation of Automatic Block Signals, as follows:—

Halifax Subdivision.—

Halifax to Windsor Junction, 14 miles double track.

Truro Subdivision.—

Painsec Junction to Moncton, 7 miles double track.

St. John Subdivision.—

Hampton to St. John, 20 miles of double track.

Contract about 10 per cent completed.

Contract has been let for the installation of telephone train despatching system from St. John to Halifax. Work about 90 per cent completed.

ELECTRIC CROSSING BELLS.

Electric crossing bells have been installed at 38 (thirty-eight) crossings.

CROSSING GATES.

Crossing gates were installed at Wentworth street, Windsor, N.S., on the Windsor subdivision.

TELEGRAPH LINE.

Construction started on telegraph line, from Ste. Rosalie Junction to Moncton on Great Northwestern Company's poles.

Poles erected for telegraph line, Chatham to Nelson.

ELECTRIC LIGHTING.

Ste. Flavie.—Electric lighting system installed for station platform.

Chatham.—Freight shed wired for electric lighting.

Sussex.—Installation of temporary lights for station platform lighting, on account of new station building.

Moncton.—Wiring extension of freight car repair shop for electric light. Lighting system repaired in Government residence, corner Main and Archibald streets.

Truro.—Lighting system of new passenger station completed. Semaphore wires also installed.

Halifax.—New motors installed. Motors for shop drive.

Mulgrave.—Shifting semaphore, telephone and electric light wires in yard.

Point Tupper.—New engine house wired and lighting system installed. Government dwelling apartments wired and lighting system installed.

REAL ESTATE.

Land has been expropriated for the following work: Diversion of line from Nelson to Derby Junction; new bridge and change of line at Nashwaak; improvements at Fredericton; Pugwash spur line; ballast pit at Blacklands. During the year 97 leases were prepared.

CONSTRUCTION SURVEYS.

Painsec Junction to Oxford Junction.—On October 15 a location party was placed in the field for the purpose of making a complete right of way and track traverse survey from Amherst to Oxford Junction, and also for the purpose of making surveys covering preliminary information required to ascertain cost of double tracking and reduction of grades to an 0·6 per cent ruling grade in both directions between above points.

On November 17 a second party was placed between Painsec Junction and Amherst for the purpose of obtaining similar information, in regard to existing line, double tracking, and proposed reduction of grades to 0·6 per cent. The preliminary survey work between Painsec Junction and Oxford Junction covering record of existing track, information for cost of double tracking and cost of revision for grade reductions was completed. In addition locations have been placed on the ground for the necessary line changes for an 0·6 per cent grade as follows:—

Revision at Meadow Brook. Revision Dorchester to Sackville. Revision at Amherst. Revision Maccan to Springhill Junction. Complete estimates covering construction cost of grade revisions and double track Painsec junction to Oxford junction are now in course of preparation.

Point Tupper to Sydney.—In June, 1913, a party had been placed in the field in Cape Breton for the purpose of making surveys covering information required for the reduction of grades on the main line from Point Tupper to Sydney to an 0·6 per cent ruling grade in both directions.

Complete preliminary information has been obtained covering cost of reducing grades to 0·6 per cent in Cape Breton, from Point Tupper to Sydney, and estimates are now being prepared.

North Sydney to Leitches Creek.—Various surveys were made in 1913 and a final revision made in the present year, for a line from North Sydney to a junction with the existing main line near Leitches' creek. This location, 4·3 miles in length, has ruling grades of 0·6 per cent in both directions.

About November 1, 1913, a construction party was placed on this work to locate the line and prepare same for construction. Contract was let for construction on January 12, 1914.

New Glasgow to Mulgrave.—A party was placed in the field working from New Glasgow to Mulgrave. This survey is now proceeding. It comprises a track traverse and complete information in regard to existing line for purpose of record. This information is also necessary as a basis for further surveys covering grade reductions.

Painsec Junction to Port Elgin.—A reconnaissance survey is now being made between Painsec Junction and the New Brunswick and Prince Edward Island rail-

way at Port Elgin, looking to the feasibility of obtaining a line over this route, with the idea of having a short and direct connection with the car ferry terminals at Cape Tormentine. This survey is not yet completed.

STANDARD PLANS.

Thirty (30) standard plans have been prepared for various bridge spans, culverts, etc., and fifty (50) standard plans on buildings, fences, platforms, track material, etc.

C. B. BROWN,
Chief Engineer.

March 31, 1914.

PRINCE EDWARD ISLAND RAILWAY.

Report of Chief Engineer's Department.

ROAD-BED AND TRACK.

TABLE OF MILEAGE.

Subdivision or Branch.	Main Line Miles.	Passing and Other Sidings, Spurs, etc.
Charlottetown	116·1	16·2
Souris	54·7	3·84
Georgetown	24·4	2·87
Cape Traverse	11·8	0·98
Murray Harbour	47·8	2·32
Elmira	9·9	0·93
Montague	6·2	0·27
Vernon	4·3	0·13
	275·2	27·54

RAILS.

1·1 miles of 56 pound rails were laid in the main line and branches, replacing 50 pound rails and worn out rails of other weights.

TIE RENEWALS.

49,978 track ties were renewed in main and branch lines.
1,326 track ties were renewed in yards and sidings.
22 sets switch ties were renewed.

BALLASTING.

9¾ miles of track was ballasted with sand.
2¼ miles of track was ballasted with cinders.

NEW TRACKS.

New tracks and extensions were constructed as follows:—
Bloomfield, siding extended 250 feet.
Portage, siding extended 240 feet.
Conway, siding extended 130 feet.
Ellerslie, siding extended 170 feet.
Port Hill, siding extended 300 feet.
New Annan, siding extended 270 feet.
Fredericton, siding extended 170 feet.
Freetown, siding extended 240 feet.
Bradalbane, siding extended 170 feet.
Morell, siding extended 250 feet and spur made into through siding.
Kirkwood, siding extended 200 feet and spur made into through siding.
Grandview, siding extended 200 feet and spur made into through siding.
Village Green, new siding 200 feet long.

BUILDINGS.

New buildings, platforms, etc., or alterations or additions to existing buildings were constructed during the year, as follows:—

O'Leary.—New station constructed, under contract, at this point.

Bloomfield.—New station platform and stock pen built.

Coleman.—New station platform was built.

McNeill's Mills.—New station platform was built.

Kensington.—New porch built to agent's dwelling.

Cape Traverse.—New station platform.

Sherwood.—New shelter station 12 x 22 feet was constructed, and new platform for same.

Douglas.—New shelter station 10 x 20 feet was constructed with platforms to suit.

In addition to the above, general repairs, as required, were made to all railway buildings and structures.

FENCING.

48,100 lineal feet standard wire fence has been erected.
5,360 lineal feet new permanent snow-fence has been built.
3,400 lineal feet portable snow-fence has been built.
Necessary repairs have been made to other fence.

BRIDGES AND CULVERTS.

The necessary repairs were made to bridges.
Fourteen concrete pipe culverts were installed.
Seven new wooden culverts were built.
Seven stone culverts were repaired.
Forty-four wooden culverts were repaired with timber.

DOCKS AND WHARVES, ETC.

The docks and wharves at Summerside, Georgetown, and Souris were given general repairs, and at Georgetown a new covering of 3-inch deal was placed.

C. B. BROWN,
Chief Engineer.

March 31, 1914.

INTERCOLONIAL RAILWAY, PRINCE EDWARD ISLAND RAILWAY.
OFFICE OF THE MECHANICAL ACCOUNTANT,

MONCTON, N.B., July 7, 1914.

SIR,—I beg to submit the following information for the annual report covering the Intercolonial and Prince Edward Island railways for the fiscal year ended March 31, 1914.

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line of the Intercolonial railway.

B.—Statement showing the mileage made and the coal, oil, grease and waste consumed by locomotives on the Intercolonial railway.

C.—Statement showing the number of locomotives and the different classes of other rolling stock on the line of the Prince Edward Island railway.

D.—Statement showing the mileage made and the coal, oil, grease and waste consumed by locomotives on the line of the Prince Edward Island railway.

E.—Summary of the principal work done in the shops at Moncton, Halifax and Riviere du Loup for the Intercolonial railway.

F.—Summary of the principal work done in the shops at Charlottetown for the Prince Edward Island railway.

The following rolling stock was purchased for the Intercolonial railway.

On Capital Account.

38 Locomotives (9 switching, 4 passenger, 25 freight).
3 Sleeping cars.
2 Dining cars.
5 Colonist cars.
2 Combination first class and baggage cars.
715 Box cars, steel frame, 60,000 capacity.
20 Vans.

On Renewals Account (Revenue).

1 Locomotive (freight).
2 Postal cars.
2 Combination first class passenger and baggage cars.
1 Baggage car.
8 First class passenger cars.
671 Box cars, steel frame, 229, 80,000—442, 60,000 capacity.
100 Platform cars, steel underframe, 80,000 capacity.
100 Hart convertible dump cars, 80,000 capacity.

The following cars were built in the shops at Moncton on Renewals Account (Revenue).

20 Box baggage cars.
26 Box cars for carrying Automobiles, 60,000 capacity.
9 Vans.
1 Flanger.

Two first class, 2 postal, 1 baggage, 456 box and 100 platform cars purchased, 1 flanger and 9 vans built in the shops replaced the same number condemned.

The following cars were converted in the shops at Moncton:

Car "Dufferin" from parlour to official, 22 box to stock, 15 box to survey and inspection, and 100 box to platform.

124 box cars 60,000 capacity are on order in the shops on renewals account, and 24 passenger refrigerator cars on capital account.

41 Old small type locomotives were condemned and retired during the year, and were replaced by 15 heavy consolidation type, 14 of which were purchased on renewals account in 1912-13, and 1 in last year, the 41 having a tractive power of 571,415 lbs. as against 632,000 lbs. of the 15.

I have the honour to be, Sir,
Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. JOUGHINS, Esq.,
Superintendent Rolling Stock,
Canadian Government Railways, Moncton, N.B.

INTERCOLONIAL

STATEMENT showing the number of Locomotives and the different classes of other

	Locomotives.	Sleeping cars.	Parlour cars.	Dining cars.	Colonist cars.	1st class passenger cars.	2nd class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction cars.	Steam motor cars.	Box cars.	Refrigerator cars.
On hand serviceable and repairing at 31st March, 1913	390	45	9	14	54	147	88	36	68	6	1	1	7748	179
To be replaced at 31st March, 1913	....	....	....	....	....	1	11	....	1	....	....	....	....	....
Total equipment at 31st March, 1913	390	45	9	14	54	148	99	36	69	6	1	1	7748	179
Purchased during the year on capital account	38	3	....	2	5	2	....	....	2	....	....	....	715	....
Purchased during the year on renewals account in addition to those shown below to replace	1	....	....	....	....	8	....	....	....	....	....	....	215	....
Built in the shops at Moncton on renewals account	....	....	....	....	....	....	....	....	....	20	....	....	26	....
Converted in the shops at Moncton from parlour to official car	....	....	1	....	....	1	....	....	....	....	....	....	....	....
Converted in the shops at Moncton from box to stock 13, and from box to survey and inspection, 15	....	....	....	....	....	....	....	....	....	....	....	....	28	....
Deduct 41 old small type locomotives replaced by 15 heavy modern type, 14 in 1912–13 and 1 this year, the 15 having a tractive power of 632,000 lbs. against 571,415 lbs. of the 41 small type	41	....	....	....	....	....	....	....	....	....	....	....	....	....
Total equipment at 31st March, 1914	388	48	8	16	59	159	99	36	71	26	1	1	8676	179
To be replaced at 31st March, 1913, as above	....	....	....	....	....	1	11	....	1	....	....	....	....	....
Condemned and destroyed during the year	41	....	....	....	....	1	....	2	....	....	....	....	456	1
Total condemned and destroyed to 31st March, 1914	41	....	....	....	....	2	11	2	1	....	....	....	456	1
Deduct 41 old locomotives as explained above	41	....	....	....	....	....	....	....	....	....	....	....	....	....
Purchased on renewals account to replace	....	....	....	....	....	2	....	2	1	....	....	....	456	....
Converted in the shops at Moncton to replace	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Rebuilt in the shops at Moncton to replace	....	....	....	....	....	....	....	....	....	....	....	....	....	....
To be replaced at 31st March, 1914	....	....	....	....	....	....	11	....	....	....	....	....	....	1
Add serviceable and repairing	388	48	8	16	59	159	88	36	71	26	1	1	8676	178
Total equipment at 31st March, 1914	388	48	8	16	59	159	99	36	71	26	1	1	8676	179

SESSIONAL PAPER No. 20

RAILWAY OF CANADA.

Rolling Stock on the line on the 31st March, 1913, and the 31st March, 1914.

Platform cars.	Pulp wood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	20-ton coal cars.	Hart Otis steel dump cars.	Stock cars.	Hart convertible dump cars.	Auxiliary cars.	Vans.	Store supply cars.	Pintsch gas cars.	Total cars.	Common snow ploughs.	Wing ploughs.	Rotary steam ploughs.	Double track ploughs.	Double end ploughs.	Flangers.	Total ploughs and flangers.	Steam cranes.	Ballast ploughs cars.	Well boring cars.	Ditchers.	Steam derricks.	Steam shovels.	Portable rail sawing and boring machine.	Pile drivers.	Survey and inspection cars.
3003	49	55	640	5	376	276	163	199	23	110	1	1	13297	50	22	2	2	1	40	117	18	2	1	1	1	3	1	1	..
104	3	..	..	..	..	..	..	1	..	9	..	..	130	1	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..
3107	52	55	640	5	376	276	163	200	23	119	1	1	13427	51	22	2	2	1	41	119	18	2	1	1	1	3	1	1	..
..	..	..	..	..	..	..	..	..	..	20	..	..	749	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	100	..	..	..	..	323	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	13	..	..	..	..	..	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15
3107	52	55	640	5	376	276	176	300	23	139	1	1	14530	51	22	2	2	1	41	119	18	2	1	1	1	3	1	1	15
104	3	..	..	..	..	..	..	1	..	9	..	..	130	1	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..
141	1	..	75	1	67	..	9	..	..	3	..	..	757	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
245	4	..	75	1	67	..	9	1	..	12	..	..	887	1	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
100	..	..	..	..	..	..	..	..	..	..	..	..	561	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
100	..	..	..	..	..	..	9	..	..	..	..	..	109	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	1	..	9	..	..	10	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..
45	4	..	75	1	67	..	..	..	..	3	..	..	207	1	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..
3062	48	55	565	4	309	276	176	300	23	136	1	1	14323	50	22	2	2	1	41	118	18	2	1	1	1	3	1	1	15
3107	52	55	640	5	376	276	176	300	23	139	1	1	14530	51	22	2	2	1	41	119	18	2	1	1	1	3	1	1	15

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of mileage, and coal, oil, grease and waste consumed by locomotives for the year ended March 31, 1914.

Months.	Locomotive mileage.	Consumption.					Average Consumption. per 100 miles				
		Tons of coal.	Pints of valve oil.	Pints of engine oil.	Pounds of wool waste.	Pounds of grease.	Pounds of coal.	Pints of valve oil.	Pints of engine oil.	Pounds of wool waste.	Pounds of grease.
1913.											
April	959,793	65,567	16,819	28,830	1,597	4,929	15,302	1·75	3·00	·17	·51
May	920,122	60,447	15,072	27,629	1,427	4,964	14,716	1·64	3·00	·15	·53
June	885,673	54,041	15,161	25,126	1,258	4,490	13,668	1·71	2·84	·14	·50
July	942,248	50,540	14,357	27,942	1,896	5,884	12,015	1·52	2·97	·20	·62
August	915,444	52,461	14,212	26,787	1,937	4,645	12,837	1·55	2·92	·21	·50
September	849,184	49,506	13,823	26,494	1,545	4,966	13,059	1·63	3·12	·18	·58
October	867,250	50,514	12,853	24,731	1,340	5,486	13,047	1·48	2·85	·15	·63
November	885,433	52,497	13,654	25,742	1,493	5,586	13,281	1·54	2·90	·17	·63
December	924,199	59,121	14,365	27,714	1,359	5,190	14,329	1·55	3·00	·15	·56
1914.											
January	867,146	58,098	13,622	28,329	1,524	4,532	15,007	1·58	3·27	·18	·52
February	735,547	51,746	11,174	23,447	1,328	3,521	15,757	1·52	3·19	·18	·47
March	822,166	53,682	12,530	24,219	1,100	4,776	14,626	1·52	2·95	·13	·58
Total	10,574,205	658,220	167,642	316,990	17,804	58,969	13,944	1·58	3·00	·17	·55

J. J. WALKER,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of locomotives and the various classes of other rolling stock on the line on March 31, 1913, and March 31, 1914.

	Locomotives.	1st class passenger cars.	2nd class passenger cars.	Combination 2nd and baggage.	Postal and smoking cars.	Combined postal and baggage.	Baggage cars.	Vans.	Box cars.	Refrigerator.	Stock cars.	Oil tank cars.	Hart convertible cars.	Coal cars.	Platform cars.	Total.	Snow ploughs.	Flangers.	Steam shovel.	Total.
On hand serviceable and repairing March 31, 1913.	22	19	9	5	4	3	6	3	308	3	28	1	15	12	150	566	10	8	1	19
To be replaced at 31st March, 1913	9	4	4	...	...	1	2	1	5	...	...	...	...	...	4	23	1	...	...	1
Total equipment 31st March, 1913	31	23	13	7	4	4	8	4	313	3	28	1	15	12	154	589	11	8	1	20
To be replaced at 31st March, 1913, as above	9	4	4	2	...	1	2	1	5	...	...	...	...	...	4	23	1	...	...	1
Condemned during the year	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...
Total condemned to 31st March, 1914	9	4	4	2	...	1	2	1	5	...	...	...	...	1	4	24	1	...	...	1
Rebuilt during the year	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To be replaced at 31st March, 1914	9	4	4	2	...	1	2	1	5	...	...	...	...	1	4	24	1	...	...	1
Add serviceable and repairing	22	19	9	5	4	3	6	3	308	3	28	1	15	11	150	565	10	8	1	19
Total equipment, 31st March, 1914	31	23	13	7	4	4	8	4	313	3	28	1	15	12	154	589	11	8	1	20

J. J. WALKER,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of mileage, and coal, oil, grease and waste consumed by locomotives for the year ended March 31, 1914.

	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.			
		Tons of coal	Pints of valve oil.	Pints of engine oil.	Pounds of waste.	Pounds of coal.	Pints of valve oil.	Pints of engine oil	Pounds of waste.
1913.									
April	34,501	889	380	892	635	5,771	1·10	2·58	1·84
May	39,417	1,000	392	892	690	5,682	0·99	2·26	1·75
June	42,056	1,169	576	1,196	723	6,226	1·30	2·84	1·71
July	46,870	1,223	640	1,438	857	5,844	1·36	3·06	1·82
August	45,743	1,144	640	1,432	681	5,602	1·39	3·13	1·48
September	41,434	1,224	604	1,404	674	6,617	1·45	3·38	1·62
October	39,384	1,076	532	1,224	726	6,119	1·35	3·10	1·84
November	36,832	1,066	576	1,148	634	6,483	1·56	3·11	1·72
December	37,187	1,047	556	1,236	725	6,306	1·49	3·32	1·94
1914.									
January	39,731	1,169	620	1,400	574	6,590	1·56	3·52	1·44
February	34,842	1,087	588	1,060	440	6,988	1·68	3·04	1·26
March	39,783	1,224	648	1,268	638	6,891	1·62	3·18	1·60
Totals	477,780	13,318	6,752	14,590	7,997	6,259	1·41	3·04	1·66

J. J. WALKER,
Mechanical Accountant.

The following work was done in the Locomotive Shops during the year, at Moncton:—

Erecting Shop—

42 locomotives were partly rebuilt.
76 locomotives received general repairs.
20 locomotives received heavy repairs.
60 locomotives received light repairs.
1 locomotive received specific repairs.

Blacksmith Shop—

2,729,025 lbs. iron forgings, including 1,294,845 lbs. bolts, were made.
944,561 lbs. steel forgings were made.
346,245 lbs. nuts were made.

Pattern Shop—

177 cast-iron patterns were made.
100 cast-iron patterns were repaired.
33 cast-iron patterns were altered.
54 patterns were made for steel.
45 patterns were repaired for steel.
17 patterns were altered for steel.
73 brass patterns were made.
78 brass patterns were repaired.
33 brass patterns were altered.
5 patterns were made for malleable.
12 patterns were repaired for malleable.
4 patterns were altered for malleable.

Brass Foundry—

The following was the output for the year:—

495,003 lbs. brass bearings.
73,065 lbs. brass castings.
56,700 lbs. antimonial lead.
22,673 lbs. babbitt metal.
420 lbs. metallic packing.

Machine Shop—(Brass turning)—

375 air gauges were repaired.
200 air hammers were repaired.
250 air pumps were repaired.
300 lubricators were repaired.
500 beading tools were repaired.
50 beading tools were made.
150 brake cams were made.
350 brake cam nuts were made.
200 brake cam screws were made.
50 bell ringers were made.
50 bottle jacks were repaired.
24 blow-off cocks were made.
300 sets of dies were made.
200 cylinder cocks were made.
250 engine brasses were made.
25 hose couplings were made.

Machine Shop—(Brass turning)—Continued.

100 flagstaff castings were made.
100 gauge glass cocks were made.
300 hydraulic jacks were repaired.
300 heater regulators were repaired.
600 injectors were repaired.
50 injector check valves were made.
500 oil cups were made.
300 pump governors were repaired.
250 reamers were made.
50 steam chest release valves were made.
25 steam chest nipples were made.
75 small tender cocks were made.
375 steam gauges were repaired.
12 large tender cocks were made.
100 taps were made.
50 try-cocks were made.
300 tube cutters were made.
200 wheel defect gauges were made.

In addition to the above, all pump governors, heater regulators, air brake cylinders, engine valves and boiler mountings off all engines and tenders that went through the shops were overhauled and repaired, and a lot of work was also done for outside shops and for the car department.

Machine Shop—(Motion)—

3 links were made.
233 link pins, blocks and bushes were repaired.
1 link hanger was made.
231 link hangers were repaired.
12 eccentric rods were made.
444 eccentric rods were repaired and pins fitted.
4 equalizing bars were repaired.
127 reversing shafts were trued up and pins and bushes fitted.
14 reversing shaft boxes were made.
194 reversing shaft boxes were repaired.
117 reversing levers were overhauled and pins and bushes fitted.
88 reversing lever pawls were repaired.
35 reversing lever pawls were made.
119 reversing reach rods were repaired and fitted.
27 valves were made.
162 valves were faced and yokes fitted.
111 valve rod keys were made.
66 valve stems were fitted on yokes.
50 valve heads were faced.
73 valve division rings were made.
587 valve packings were machined and fitted.
69 valve guide boxes were bushed.
105 throttle rods were repaired and 29 ends fitted.
95 throttle rod glands were bushed.
97 throttle levers were fitted with quadrants, springs and pins.
285 big end brasses were machined and fitted.
39 old big end brasses were machined and fitted.
236 small end brasses were machined and fitted.

Machine Shop— (Motion)—Continued.

191 main rod liners were made and fitted.
150 big end keys were made.
609 side rod bolts were made.
243 side rod nuts were made.
788 side rod bushes were made and fitted.
272 knuckle joint pins were made.
316 knuckle joint bushes were made.
189 crossheads were trued and keys fitted.
172 crosshead pins were made.
70 piston rods were machined and keys fitted.
146 new rocker box bushes were fitted.
8 new rocker box bushes were made.
13 old rocker box bushes were fitted.
59 old rocker box bushes were relined.
361 hub plates were made and applied.
275 new driving box brasses were machined and applied.
417 old driving box brasses were relined and applied.
32 driving boxes were made.
704 driving boxes were bored and fitted to axle.
36 spring guards machined and applied.
93 elvin automatic grease cellars were made and applied.
235 eccentric straps were made.
215 eccentric straps were rebored and fitted.
172 new pulleys were made.
78 pulleys were refitted.
26 trailer truck brasses were bored and fitted.
1 eccentric crank was made.
1 starting valve was made.
24 eccentric keys were made and fitted.
12 snow plough bushes were bored and fitted.
4 cap plates were made.
6 crane bushes were bored and fitted.
33 main rod brasses were machined.
2 big end straps were made.
5 new intermediate brasses were machined.
8 small end wedges were made.
78 check plates were made and applied.
8 trunnion bushes were made.
6 trunnion castings were machined.
90 elvin grease spring plates were applied.
150 eccentric feathers were machined.
100 reversing lever springs were made.

Machine Shop.—

357 new driving tires were applied.
494 driving tires were turned off.
176 engine truck tires were applied.
272 engine truck tires were turned.
365 new tender tires were applied.
543 new car tires were applied.
1,549 new car tires were turned.
42 trailer truck tires were turned.
323 driving journals were trued up.

Machine Shop—Continued.

620 hubs were faced.
12 cast-iron smoke stacks were machined.
300 crossheads were replaned.
195 cylinder heads were made.
133 old piston heads were turned.
81 new piston rods were made.
22 equalizing bars were made.
161 piston heads were machined.
17 cylinder and half saddles were bored and fitted.
7 engine truck centre castings were machined.
23 driving wheel centres were machined.
20 guide bars were made.
963 wedges and shoes were made.
169 guide blocks were made.
7 locomotive frames were made and machined.
32 wing castings were machined.
16 oil cellars were made.
226 driving brake hanger pins were made.
16 link blocks were made.
9 main rod straps were made.
695 driving box brasses were slotted and recessed.
849 driving boxes were bored and faced.
4 die blocks were made.
28 spring equalizing bushes were made.
28 cross ties were made.
683 driving boxes were planed.
200 W.A.B. pins were made.
2 trolley wheels were made.
94 driving box brasses were made.
122 steam chest covers were repaired.
110 guide bars were replaned.
12 driving boxes were made.
7 engine truck frames were assembled.
3 dry pipes were made.
8 snow plough flanges were made.
123 steel wheels were bored for refrigerator cars.
16 snow plough bevel gears were made.
1 snatch block was made.
6 jack presses were made.
25 brackets were made.
52 grease boxes were made.
4 new false valve seats were made.
7 new bells were made.
94 steel nuts for piston rods were made.
72 new fulcrum bushes were made.
16 steel coal crane rollers were made.
650 pairs tender tires were turned off.
4 pairs coal crane wheels were turned.
30 brake hangers and nuts were made.
9 centre drain castings were machined.
20 engine truck axles were applied.
11 trailer tires were applied.
72 steam chests were replaned.

Machine Shop—Continued.

100 brake hanger pins were made.
26 side rods were made.
176 spring equalizing beam bushes were made.
52 exhaust nozzles and tips were made.
35 cylinder head castings were made and machined.
280 pop valves were repaired.
134 whistles were repaired.
24 steam chests were made.
39 steam chest covers were made.
42 cylinder bushes were bored and fitted.
11 foot plates were made.
23 centre pin guides were made.
38 engine truck boxes were made.
140 steel wheels were bored and fitted.
25 tender axles were applied.
27 driving axles were applied.
1 trailer axle was applied.
78 car axles were applied.
41 smoke box doors and rings were machined.
30 crank pins were machined.
116 check plates were made.
12 crossheads were made.
1 engine truck housing was made.
10 eccentric cranks were made.
14 slide valves were made.
11 tube sheets were machined.
64 brake hangers were made.
1 piston rod was made.
13 fire box doors were machined.
178 engine truck tires were bored and fitted.
1 expansion bracket was made.
4 spectacle plates were made.
7 cylinders were bushed.
20 knowles pumps were repaired.
4 air compressors were repaired.
7,500 new and second hand axles were turned.
973,150 bolts were threaded.
307,000 lbs. nuts were tapped and 200,000 lbs. faced.
84,100 staybolts were threaded.
19,600 turn bolts were threaded.
16,807 engine studs were turned and threaded.
12,682 chilled wheels were pressed on axles.
15,178 chilled wheels were pressed off axles.
1,047 wedges were planed.
446 new axles were turned and fitted.
444 steel tired wheels were pressed on axles.

The air compressor at the Pintsch Gas Plant received general overhauling. The McMiler Coal cranes from Rivière du Loup and Halifax, and the Browning Coal crane from Campbellton went through the shops and received general repairs.

The coal crane at St. John was overhauled.

Repairs were also made to smaller cranes, and to concrete mixers, shovels, etc.

Track Blacksmith Shop—

438 frogs were made.
162 frogs were repaired.
146 spring frogs were repaired.
498 split switches were made.
213 switch points were repaired.
250 switch stands were made.
51 switch stands were repaired.
79 hand cars were repaired.
10 hand cars were made.
667 fish plates were made.
158 heel castings were finished.
34 car stops were made.
40 stone drills were made.
822 guard rails were made.
818 rail cutters were made.
544 rail cutters were repaired.
158 claw bars were made.
102 claw bars were repaired.
188 lining bars were made.
16 lining bars were repaired.
396 drills were made.
130 drills were repaired.
238 spiking hammers were made.
23 spiking hammers were repaired.
59 track jacks were repaired.
53 track ratchets were repaired.
3 diamond crossings were made.
1 diamond crossing was repaired.
327 chisels were made.
171 chisels were repaired.
582 switch plates were made.
14 eccentric bolts were made.
6 eccentric bolts were repaired.
62 riveting straps were made.
12 pulleys were made.
130 gate hooks were made.
52 shovel teeth were made.
85 staples were made.
17 truss rods were made.
24 striking hammers were made.
2 flanger limbs were made.
163 rail braces were made.
40 iron knees were made.
12 concrete anchors were made.
125 pile driver shoes were made.
6 motor cars were repaired.
9 drilling knees were made.
57 curve rods were made.
480 switch rods were made.
39 ground stands were made.
20 ground stands were repaired.
8 picks were made.

Track Blacksmith Shop—Continued.

194 picks were repaired.
40 picks made in rough.
93 rail tongs were made.
4 rail tongs were repaired.
124 track wrenches were made.
23 track wrenches were repaired.
23 track gauges were made.
12 track gauges were repaired.
56 lorries were made.
5 axes were repaired.
3 axes were made in rough.
61 trolley wheels and axles were machined.
20 sledges were made.
2 spouts were repaired.
14 hooks were repaired for Nun-signal.
20 hand car wheels were repaired.
1 crossing gate was repaired. (Main street).
53 double head rods were made.
46 double tie rods were made.
76 hinge rods were made.
323 connecting rods were made.
5 rail benders were made.
2 rail benders were repaired.
2 snow plow platforms were made.
11 iron yokes were made.
862 jog plates were made.
4 adze were made in rough.
4 motor cars were repaired.
1,575 lbs. screw bolts were made and applied.
290 rails were cut.
12 rail tongs were made.

The Ballast spreaders, centre plows, ditchers, pile drivers, side plows, and all gear and equipment belonging to this machinery received general repairs.

The Rail sawing machine was repaired and extensive repairs made to the machines in the shop.

Tender Shop—

286 valves were repaired.
276 valve spindles were repaired.
174 running boards were removed.
130 running boards were repaired.
74 front beams were removed.
34 back beams were removed.
139 side curtains were finished.
151 cab doors were made.
363 cab sashes were made.
85 covering boards were made.
240 cab seats were made.
107 headlight bases were made.
8 headlight bases were repaired.
138 cabs were repaired.
59 cabs were made.

Tender Shop—Continued.

702 cushions were made.
926 hammer handles were made.
2,800 sledge handles were made.
14 mallets were made.
82 switch lamp bottoms were made.
51 tool boxes were made.
77 tool boxes were repaired.
36 wrench handles were made.
74 headlight boards were made.
13 back castings were made.
14 front castings were made.
30 buffer castings were made.
29 centre castings were made.
57 back boards were made.
5 step ladders were made.
91 fuse racks were made.
850 pump laggings were made.
96 sand cellars were made.
73 back curtains were made.
40 overhang boards were made.
2 crane houses were made.
72 flasks were made.
8 plates were made.
112 friction blocks were made.
14 tender lights were repaired.
14 cupboards were made.
8 boxes were made.
10 steps were made.
8 truss rods were made.
37 oil boxes were made.
1 crane beam was made.
16 horses were made.
3 bolsters were made.
10 benches were repaired.
17 benches were made.
29 outfit boxes were made.
74 outfit boxes were repaired.
66 boilers were hooped.
5 trucks were made.
290 trucks were repaired.
14 ladders were repaired.
14 ladders were made.
50 wheel-barrows were repaired.
3 tender frames were made.
4 wheel-barrows were made.
146 tender frames were repaired.
11 quadrants were made.
20 valve spindles were made.
119 cab floors were laid.
119 cab floors were removed.
94 covering boards were made.
24 spring castings were applied.
115 seats were made and applied.

Tender Shop—Concluded.

90 spiral springs were made and applied.
34 babbit boxes were made.
30 transoms were made.
100 tender journal boxes were applied.

Boiler Shop—

38,926 stay-bolts were applied.
40,739 repaired tubes were applied.
16,300 copper furrules were made.
6,034 tubes were removed.
6,634 tubes were replaced.
35,739 tubes were pieced.
2,900 stay bolts were made.
14,129 tubes were rolled and repaired.
1,760 wheels were riveted.
25 plates were cut.
7,121 tubes were cleaned.
990 new tubes were applied.
500 scrapers were made.
390 ratch bolts were put in.
22 new door sheets were made.
39 new side sheets were made.
20 new tube sheets were made.
86 fire-boxes were patched.
93 boilers were tested.
118 tender frames were repaired.
122 stacks were made.
85 ash-pans were repaired.
39 ash-pans were made.
52 tender tanks were repaired.
8 smoke boxes were made.
9 smoke boxes were repaired.
4 mud-rings were welded.
18 front ends were removed and renewed.
8 steel cabs were repaired.
4 long stacks were made.
18 brake beams were made.
11 heating boilers were repaired.
16 coal doors were made.
18 coal chutes were made.
2 smoke box door rings were made.
43 petticoats were made.
19 petticoats were repaired.
74 coal buckets were made.
35 bolsters were made.
4 snow ploughs were ironed.
15 oil tanks were repaired.
1 water service boiler was tested.
1 water service boiler was repaired.
18 spring boards were repaired.
12 spring boards were made.
56 bolsters were repaired.
84 tender frames were repaired.

Boiler Shop—Continued.

76 front ends were applied.
1 ash pit box was made.
1 coal cart was made.
19 shop trucks were repaired.
2 fire boxes were made.
8 boilers were made.
5 binders were made.
2 booms were repaired.
2 water tanks were made.
4 plates for ss. *Scotia* were made.
2 dome flanges were made.
300 switch plates were made.
72 ash-pan slides were made.
10 drop stacks were made.
1 dope tank was made.
20 foot plates were made.
150 switch targets were made.
1 large bracket for steam shovel was made.
20 oil pans were made.

Tin and Copper Shop—

11,237 W.A.B. couplings were fitted to new hose.
6,326 signal and steam hose couplings were fitted to hose.
18,448 bushes were lined.
1,934 bushes were relined.
509 switch lamps were repaired and painted.
145 trail lamps were repaired and painted.
76 signal lamps were repaired and painted.
38 water cans were made.
24 water cans were repaired and painted.
372 economy heaters were repaired.
82 pumps were lagged.
20 ice boxes were made.
16 cab lamps were made.
42 headlights were repaired.
1,700 sheets corrugated roofing were repaired.
36 oil cans were made.
27 shop lamps were made.
31 tank delivery pipes were made.
55 tank delivery pipes were repaired.
117 drip pans were made.
41 water strainers were made.
6 steam pipes were made.
9 water tanks were lined.
404 lubricating plates were made.
27 smoke stacks were made.
40 gauge glass shields were made.
10 stove pipe bases were made.
12 vents were made.
32 lengths of stove-pipe were made.
26 refrigerator cars were relined.
3 snow melters were made.
10 steam coils were made.

Tin and Copper Shop—Continued.

11 snow ploughs and 8 flangers were piped for air and steam.
1 water service car was piped.
1 boarding car was equipped.
11 chutes were made.
12 sinks were made.
5 crane pipes were made.
90 crane pipes were repaired.
2 dope tanks were made.
8 drinking tanks were relined.
50 car blind tins were made.
7 stencils were made.
8 copper nozzles were made.
350 oil cups were made.
14 oil tanks were made.
15 passenger car tanks were made and painted.
24 ventilators were made.
72 corner plates were made.
4 copper covers were made.
4,050 sets valve steam packing were made.
3,000 sets metallic packing were made.
100 stove bases were made.

Repairs, alterations and renewals were made to copper pipes of steam pumps and lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, Westinghouse air brake pipes, removed and replaced all lagging on 199 locomotives.

Equipped tenders with train line pipes for signal and steam lines, and all water pipes overhauled and repaired, where necessary, on 138 tenders.

Fifteen cars for the engineering department were equipped with train line pipes for signal air and steam, and fitted with inside equipment necessary in boarding cars.

Eight vans were equipped with train line pipes for signal air and steam, coal boxes put in, stoves set up, shields put in place, basins applied and closets installed complete.

Repairs were made to wash-basins, taps, closets, lamps, brass work, piping, etc., in 231 passenger, baggage and postal cars, which went through the passenger car repair shop.

A lot of plumbing was done and pipes and fixtures changed in car "Dufferin," which was converted to an official car.

Repairs were made to wash-basins, taps, closets, lamps, brass work, piping, etc., in 80 parlour, sleeping and dining cars and two official cars.

Repairs were made to wash-basins, closets, lamps, piping, etc., in 25 vans.

Extensive repairs were made to the elevator, heaters and plumbing in the general office building at Moncton. Repairs were also made in the railway cottages at Moncton, car cleaning building, Moncton station and rest room, and car mileage office, new shops, offices, freight shed, pintsch gas plant, Norton station, Moncton roundhouse, St. John freight house, Truro station, Sackville station, Amherst station, Oxford Junction station, Painsec Junction station, Sussex station, Springhill Junction station, restaurant at Moncton station, old mechanical offices, engineer's lobby at roundhouse, Millerton station, yard office Moncton station, and Campbellton station.

Stoves and pipes were repaired and furnaces put in condition in the different stations between St. John and Halifax, Loggieville and Fredericton, Dartmouth branch, Indiantown and Dalhousie branches, Moncton and Campbellton.

Electrical Department—

1,769 extension cords were repaired.
319 extension cords were made.
1,333 incandescent lamps were removed.
39 locomotive cabs were repiped and wired.
133 armatures were rewound.
70 headlights examined and repaired.
72 cab lamps were repaired.
35 armatures were repaired.
54 field coils were repaired and rewound.
25 desk lamp stands were made.
5 cranes were repaired.
216 starters were overhauled and repaired.
45 drop lamps were installed.
17 motors of cars were repaired.
17 electric bell systems were repaired.
4 electric drills were repaired.
1 electric motor for valve setter was installed.
276 motors were cleaned and oiled.
304 motor bushes were renewed.
2 electric hoists were repaired.
47 circuit breaker switches were repaired.
100 new switches were applied.
106 cooper Hewit lamps were repaired.
49 benches were piped and wired.
46 clusters were installed.
4 stationary boilers were wired.
80 motors examined and repaired.
16 motors were installed.
151 lighting systems on engines were tested.
2 transformers were installed.
1 booster was installed.
1 exciter was overhauled and repaired.

The starter on the bolt machine in the blacksmith shop was removed, repaired, tested and reapplied.

All pipes in duct were altered, repaired where necessary and painted. This was owing to the old line having to be changed on account of the freight car repair shop extension.

All electric wiring in car department was overhauled and repaired and a number of new extensions run.

New crossarms were applied to all poles in the Moncton yard and a number of new ones put up between the shops.

Switches were renewed in all cabinet boxes at new shops.

Lamps, hangers and brackets on all outside lamps were examined and all lamps renewed and brackets painted.

The gas meter room was wired and line run from the blacksmith shop. Three stationary hangers were installed and one extension cord.

All exposed wires about shop were painted. Switch boards were repaired.

The old wires or the wiring in the Moncton roundhouse was repaired.

The vacuum cleaner at the general offices was overhauled and repaired.

Electric bells were installed between the office of the superintendent rolling stock and the master car builder's office, and electric lights were replaced and hangers changed. Electric bells in the mechanical offices were overhauled and repaired.

Blue print machine in the draughting office was overhauled and repaired twice during the year.

The Bettington boiler was wired for gauges and indicators.

Crossarms were put up, and eight electric lines were installed in the new freight car shop. All hangers necessary with extension and all fittings were made complete.

Time-keeper's office was equipped with additional lights and the old system overhauled and repaired.

The electric lighting system in official car No. 28 was examined and repaired.

The regulator in car "Stadacona" was repaired and adjusted.

Special Work—

A Bettington boiler with all pipe connections and motors was installed complete in the power-house at Moncton.

Piping was put in the new freight car repair shop extension for water service, and for air and electric wire line.

The wiring was completed in the freight car repair shop extension with all necessary extensions, switches, lamps, etc., and a steam pipe line was run to this shop.

The gas burners were removed from the boilers in the power-house, and the boilers fitted to again burn coal.

The gas producer plant was extensively repaired, also the furnaces and compressors.

The bull-dozer in the blacksmith shop received a general repair. The steam hammer and all other machines in this shop were overhauled and repaired where necessary.

Yard crane No. 15 received a general overhauling and a renewal of parts.

All machines in the machine shop were examined and repaired and kept in good working order.

The tanks at the pintsch gas plant were repaired and tested.

The boilers in the power-house were tested and a number of tubes were renewed.

The machinery in the passenger and freight car shops was overhauled and repaired and kept in good working condition.

The radiators in the stores and offices building were cleaned and repaired, and the piping overhauled and renewed where necessary.

The gas engines and the air compressor in engine room were overhauled and repaired.

The air line from the power-house was tested and leaky joints repaired. Valves on the air line were also renewed where necessary.

Three boilers of old locomotives sold were repaired.

Three iron racks were made for the shops to be used for storing journal boxes.

Large water tanks from Rivière du Loup were repaired, tested and returned.

An old tank which was removed from one of the motor cars was remodelled for water test purposes.

Three old boilers were repaired to be used for heating purposes at the River du Sud bridge.

An air hoist for Stellarton was rebuilt.

The gas holders at the gas producer plant were repaired.

A feed water heater repaired for St. John.

The boiler at the planing mill was repaired and tested.

The boilers in the boiler room were painted.

The boiler room was also painted and alterations were made in the steam line in the stores building.

The steam pipes and heating system in all the shops were repaired.

The air hoist for loading wheels was thoroughly overhauled.

The air compressor in the roundhouse at Moncton received a general repair.

Stoker parts were all examined and worn parts were renewed.

The hydraulagraph in the machine shop was repaired.

Two large testing tanks were built and tested.

The gas burners and connections were removed from the boilers in the track blacksmith shop and pintsch gas plant and stored, and the boilers fitted for burning coal.

An extension of 400 feet was made to the freight car repair shop at Moncton, and the work completed.

The following new machinery was installed in the Moncton shops: 5 air hammers, 10 air drills, 1-16 inch lathe.

The following work was done in the car shops during the year at Moncton:—

9 vans and 1 flanger were rebuilt.
26 box cars for carrying automobiles were built.
20 box baggage cars were built.
22 box cars were converted into stock cars.
15 box cars were converted into survey and inspection cars.
Parlour car "Dufferin" was converted into an official car.
100 box cars were converted into flat cars.
14,580 freight and 545 passenger cars were turned out of the shops at Moncton repaired.
950 freight and 134 passenger cars were equipped with United States Safety appliances in compliance with instructions of the Interstate Commerce Commission.
596 F-36 triple valves were removed from freight cars and K-1 applied.
144 passenger cars were equipped with fire extinguishers.

The work of fitting passenger cars with emergency tool boxes was completed.

The following special work was commenced and is progressing:—

Installing the Bohn syphon refrigerator in 6 dining cars.

Changing the folding wash basins to one continuous nickeline washstand in four sleeping cars.

Changing marble washstand and dry hoppers to nickeline washstands and Duner flush closets in five parlour cars.

Changing bracket lamps in dining cars from upright to turn down brackets.

The following rolling stock received general repairs:—

879 freight cars.	31 vans.
1 tool car.	17 flangers.
43 ploughs.	3 auxiliary.
7 baggage.	10 first class.
3 colonist.	5 sleeping.
5 postal.	9 second class.
1 dining.	1 official.

The following cars received ordinary repairs:—

864 freight.	24 vans.
2 boarding cars.	1 store.
7 dining.	21 sleeping.
10 parlour.	80 first class.
14 second class.	30 colonist.
20 baggage.	11 postal.
1 official.	1 combination.

The following cars received minor repairs:—

25 sleeping.	122 first class.
48 colonist.	55 second class.
22 baggage.	5 dining.
14 postal.	16 official.
2 parlour.	3 bridge cars.
60 vans.	1 auxiliary.
12,651 freight cars.	

The following cars were burnt off, primed, filled, rubbed, coated, lettered and varnished:—

14 sleeping,	8 first class,
5 dining,	4 second class,
6 parlour,	1 colonist.

The following cars cleaned, cut in, and varnished:—

12 sleeping,	2 dining,
3 parlour,	78 first class,
22 second class,	30 colonist
15 postal,	26 baggage,
3 official,	1 auxiliary.

The following rolling stock painted, lettered and varnished:—

32 vans,	14 refrigerator,
7 snowploughs,	4 flangers,
18 boarding cars,	1 steam shovel,
357 box cars,	181 flat cars,
4 ash cars,	12 Hart-convertible cars,
15 Hart-Otis steel dump cars,	14 stock cars.
3 tank cars,	2 box baggage cars,
3,739 freight cars relettered and touched up.	167 engines and tenders were painted, lettered and varnished.

A number of freight trucks, baggage trucks, window sashes, doors, safes, desks, ladders, chairs, stepping boxes, tool and outfit boxes, wheel barrows, sign boards, gangways, smokestacks, and several smaller articles were painted and lettered.

Cabinet Shop—

The following articles were made:—

3 office railings and gates,	1 baggage skid,
13 sliding boards,	3 battery boxes,
1 emergency stretcher and box,	75 picture and mirror frames,
4 timekeepers' boxes,	12 switch connection boxes,
11 outfit boxes,	18 candle holders,
2 meat boards,	13 seat divisions, bottoms and backs,
28 sign boards,	4 tool chests,
147 car window sashes,	25 step ladders,
8 desk sashes,	4 letter racks,
2 car berths,	18 office desks, flat tops,

Cabinet Shop—Continued.

2 office desks, roll tops,
22 tables,
60 car doors,
2 screen doors and frames for official cars,
1 press stand,
2 cabinets,
57 window sashes,
129 hammer and brush handles,
2 car gates,
7 small nests of drawers,
24 shelves,
49 steam regulation notices framed and glazed,
1 art sash,
17 packing boxes,
11 large work benches,
40 inlaid panels,
21 stools,
9 office doors,
1 large case for Comptroller's office,
3 closet doors,
3 partitions in mail car,
4 large wardrobes,
9 large filing cases,
15 dry car hoppers,
2 cupboards for official car,
1 large folding table,
2 black boards,
4 large office glass partitions 200 lights,
7 desk drawers,
78 ballast boxes,
14 wash basin fronts for cars,
8 partitions for general offices,
7 large drawing tables,
7 large vault cases for general offices,
13 wind shields,
27 winnow screens,
17 end panels,
32 head boards,
6 office door frames,
2 plaster hocks,
1 sliding window sash,
1 flag pole,
2 screens,
2 garbage boxes.

In addition to the above a number of small articles were manufactured, such as watchman's clock key boxes, towel rollers, office directory boards, train bulletin boards, office chair bottoms, drawers, trays, knife boxes, holders, ink stand bottoms and various small articles.

The following articles were repaired:—

60 chairs,
75 car doors,
22 ordinary tables,
61 window sashes,
10 desks,
4 nests of drawers,
1 wardrobe,
4 end panels,
4 letter head cases,
6 advertising frames,
1 travelling ladder for general office,
4 seat ends,
4 reversible tables,
2 blue print tanks,
19 office doors,
4 filing cases,
10 head boards,
10 sliding doors,
1 large blue print rack,
1 hose cart wheel,
1 small bureau.

A lot of work was also done repairing clothes closets, office stools, door checks, general manager's house, traffic manager's house, general superintendent's house, Moncton station restaurant and new wing of general offices.

Freight car repair shop—(In addition to the ordinary repairs.)

589 new roofs were applied to freight cars.
189 cars were equipped with Acme levers.
42 new freight car trucks were built.
1 Sterlingworth truck was re-enforced.
1 snow plough was equipped with Westinghouse air brake.
3 snow ploughs were equipped with M.C.B. couplers.
6 box cars were lined for carrying potatoes.

The following work was done in the Upholstering Shop:—

Heavy repairs consisting of renewals, upholstering, carpets, mattresses, blinds and general cleaning in the following cars:

7 dining,	8 sleeping,
13 colonist,	2 parlour,
1 official,	10 first class.

Medium repairs were made to seats and backs, floors and interior washed, mattresses, seats and backs and carpets vacuum cleaned, and parts of seats and backs and blinds renewed in the following cars:—

2 sleeping,	1 dining,
4 parlour,	1 official.

Light repairs were made to seats and backs, mattresses, carpets and wicker chairs were repaired and patched in the following cars:—

51 first class,	20 colonist,
1 dining,	1 parlour,
9 sleeping,	2 official.

225 mattresses and pillows were made.
192 van cushions and seat backs were made.
120 water hose bags were made.
800 cab seats and backs were made.
1,037 engine curtains were made.

Repairs were also made to the upholstering of office chairs, office desks were covered with morrocoline, copper steam pipes were lagged with asbestos, vestibule dust curtains were repaired, window lifts were covered with plush, stepping boxes and small stepping ladders re-covered with plush, office stools were upholstered, chairs were re-covered with leather and plush, sleeping car portiers and mattresses were repaired and a number of smaller jobs were done.

The following material was manufactured on the wood-working mill:—

511 brake beams.	
1,300 draft timbers.	1,116 buffer blocks.
355 truck bolsters.	390 truck sides.
73 pilots.	338 spring boards.

4,008,044 feet of lumber milled.
1,882 shops orders were completed and delivered to Stores Department.

Rivière du Loup Shops—

The following regular work was done during the year:—

42 locomotives received general, 1 heavy, 12 light and 32 specific repairs
1,873 new boiler tubes were applied.
9,128 boiler tubes were pieced.
46 fire boxes were patched.
108 boilers were tested.
143 pairs driving tires were turned off.
49 pairs engine truck tires were turned off.
172 pairs tender truck tires were turned off.
4 new trailing wheels were applied.
1 new engine truck was applied.
1 cab was made.

Rivière du Loup Shops—Continued.

26 pilots were made.
1 tender frame was made.
18,679 bolts were forged.
91,052 bolts were screwed.
13,302 studs were screwed.
46 engines and tenders were painted.
51,784 lbs. brass castings were made.
3,040 sets metallic piston rod packing were made.
5,767 sets metallic valve stem packing were made.
49,258 lbs. iron forgings were made.
455 driving springs were repaired.
95 engine truck springs were repaired.
97 tender truck springs were repaired.
16 new engine truck springs were made.
29 new driving springs were made.

A large number of cars were given light repairs, and various jobs were done for other departments of the railway.

Halifax Shops—

The following regular work was done during the year:—

6 locomotives received light repairs.
40 locomotives received specific repairs.
712 new boiler tubes were applied.
3 fire boxes were patched.
18 boilers were tested.
5 driving tires were turned off.
4 engine truck tires were turned off.
8 tender truck tires were turned off.
2 new main rods were applied.
2 new side rods were applied.
5 new pilots were made.
10,880 bolts were forged.
13,650 bolts were screwed.
1,340 studs were screwed.
11 engines and tenders were painted.
100 sets metallic piston rod packing were made.
40 sets metallic valve stem packing were made.

The following new machinery was installed:—

1 42-inch car wheel lathe with motor and hoist.
1 42-inch car wheel boring machine with motor and hoist.
1 double-axle lathe with motor and hoist.
1 48-inch car wheel press, with motor and hoist, with tracks, trucks, cranes, etc.
1 tool grinder.

PRINCE EDWARD ISLAND RAILWAY.

The following is a summary of the principal work performed at the shops of the Prince Edward Island Railway at Charlottetown:—

Locomotive Shops—

Thirteen locomotives received thorough general repairs.

Eleven locomotives received side and main rod brasses.

All the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and five hundred and sixteen new staybolts put in boilers.

Sixty locomotives received specific repairs.

Eight locomotives received new pistons and twelve piston rods.

Six tender tanks and six tender frames were largely rebuilt.

Three foreboxes were patched.

Six crossheads were made and twelve were tinned and planed, three engine frames were rewelded.

The following new parts were supplied:—

Twenty truck boxes, twelve driving boxes, six whistles, thirteen pops, twenty pop valves, twenty-four valve stems, twenty slide valves, three hundred and seventy-five sets metallic packing, twenty cylinder cocks, four blow-off cocks, forty punches, six smoke stacks, one hundred and twenty-five truck straps, six truck bolsters, forty brass valve spindles, ten valve yokes, four bell ringers, twenty check valves, twenty-four taps, eight crank pins, twenty injector spindles, six steam pipes, six throttle glands and valves, thirty engine springs, and one driving axle.

One hoisting engine fitted out and thirty injectors repaired.

Seventy-five oil cups, twenty grease cups, twenty piston rod oil cups, twelve slush boxes, twenty-four slide blocks, twenty-six air pump cylinders, sixty brake levers, twenty-five brake jaws, four hundred and fifty brake pins and two hundred and fifty brake bolts were bored and fitted out.

Thirty-four sets driving wheels, thirty sets truck wheels, one hundred and twenty sets steel wheels, and ninety new axles were turned off. One hundred and ten sets wheels were pressed on axles. Five hundred and twenty-six new tubes were welded and put in boilers. Seventy thousand pounds of iron and four thousand, one hundred and fifty-one pounds of steel were forged; four thousand, one hundred and sixty pounds of nuts were tapped, and a great deal of running repairs too numerous to mention.

Car Shops—

Five box cars, five flat cars, one stock car, one snow plough and two engine cabs were repaired and charged to revenue.

The following received heavy repairs:—

Twenty-seven first class cars, fourteen second class cars, ten postal and baggage cars, one hundred and fifty-one box cars, thirty-five flat cars, five snow ploughs, four flangers and one van.

The following received light repairs:—

Fourteen first class cars, seventeen second class cars, thirteen postal and baggage cars, thirty-eight box cars, seventy-three flat cars, one snow plough and four flangers.

Nine cars were resheathed.

Ninety-six oil boxes, twenty-eight brake spindlers, twenty-three brake beams, twenty-four sashes, twenty-eight doors, twenty-six truck frames, thirty-eight truck

bolsters, ten buffers, five hundred and twenty car frictions, twenty-seven sets car housings and five hundred and forty car castings were made. One hundred and forty-eight wheels, forty-eight new roofs and thirty-four new floors were put on cars.

Brass Foundry—

Output, 16,890 pounds of brass castings.

Copper Shop—

Forty headlights, thirty-five discharge pipes, ten copper pipes, six elevator pipes, four oil pipes, four injector pipes, twenty-nine train lamps, fifteen station lamps, twelve passenger car lamps, three semaphore lamps, two conductor's lamps, four tank spouts, one pump, four car baskets, one hundred and ninety oil cans and forty-five water cans were repaired.

Ninety engine truck funnels, twenty-six wire joints for steam chests, nineteen water glass shields, three feed pipes, four sand pipes, two oil pipes, two smoke stacks, and two zinc boxes for machine shop were made.

Lead lined forty car bearings and zinc lined seven ice boxes.

Twenty driving boxes, forty truck boxes and four truck brasses were babbitted.

Twelve crossheads and eleven sets rod brasses were tinned.

Copper pipes on fifteen engines softened and examined.

Repaired lagging on eighteen boilers and piped from injectors to ashpan in twenty-two engines.

Paint Shop—

Eleven locomotives were painted and varnished.

Sixteen first class cars were cleaned and eleven varnished, three postal and baggage cars were painted, eight cleaned and eight varnished; two second class cars were painted, seven cleaned and seven varnished, forty-five box cars were painted; one hundred and thirty-five box car roofs were painted; thirty-five flat cars, eight snow ploughs, four flangers, twenty-three hand cars, one refrigerator car, one oil tank, twenty-five water cans, seventeen loading platforms, sixty track levels, thirteen outside sashes and eight flag poles were painted. Eight sets outside sashes varnished; three desks, one table and four ticket cases filled and varnished; twenty-nine settees, four tables, fourteen seats, four letter cases, four ticket cases and four desks stained and varnished. Two stations, two offices and Charlottetown station roof painted.

Thirteen sashes glazed, forty-seven sign boards lettered, ninety box cars relettered and three hundred and thirty-six panes of glass put in buildings.

Work done for the road and traffic departments:—

Thirty loading platforms, eleven freight trucks, one coal hoist, seven cattle loaders, three sheep loaders, three baggage trucks, thirteen coal boxes, six storage boxes, three clothes boxes, three tool boxes, thirty-two doors, thirteen sign boards, two bill boards, three lamp stands, two grind stone stands, four tables, one telegraph table, four ticker cases, four book cases, four desks, twenty-nine settees, two wheelbarrows, fourteen track levels, twelve switch targets, three ladders, one hundred pocket staples, three posthole diggers, six hundred rail braces, twenty-four gate hinges, forty-seven cold chisels, forty picks, five switches, sixty switch rods, sixteen switch headers, twenty switch cranks, thirty pairs fish plates, fourteen frogs, thirty-two clawbars, seven push cars, eight windows and sashes, and seven drawers were made.

Eight hand cars were rebuilt. Air compressor thoroughly repaired.

One hand truck, seven freight trucks, four baggage trucks, four hand cars, seven trollies, eight doors, eighty picks, twelve clawbars, sixteen switch cranks and one turntable were repaired.

The steam shovel was repaired. New tubes were put in boiler, and engine and dipper repaired.

GOVERNMENT RAILWAYS.

LEGAL AND CLAIMS DEPARTMENT.

MONCTON, N.B., July 13, 1914.

SIR,—The legal and claims department of the government railways is of recent organization and the records date from January 1 last past; I have therefore the honour to submit herewith my report on the said department for the period from the 1st day of January last past to the end of the fiscal year, namely, March 31, 1914.

Prior to the organization of this department the legal and claims work was conducted between the head office of the railway at Moncton, New Brunswick, and the Department of Railways and Canals at Ottawa, but under the present system all such work is now conducted at the head office of the railway and with a result of bringing the various departments in close communication in respect of such work and to the general advantage of all such departments.

Complete records of railway documents and all other railway legal data and of all claims for and against the railway are being compiled to date and will thereafter be supplemented under a modern system of filing and registration.

Legal documents are prepared in the department of claims disposed of in immediate communication with the various officials of the departments concerned.

I enclose herewith tabulated statements of legal documents entered into by the railway within the period covered as aforesaid:—

(1) Contracts and agreements entered into by the Intercolonial Railway and Prince Edward Island Railway.

(2) Property leased by the Intercolonial Railway and Prince Edward Island Railway.

(3) Property leased to the Intercolonial Railway and Prince Edward Island Railway.

(4) Property conveyed to the Intercolonial Railway and Prince Edward Island Railway.

Within the period covered by this report claims (other than traffic department claims) filed against the railway in the aggregate of $24,963.21 have been settled in the total for $15,775.64, all of which settlements have been effected upon a reasonable basis and with as prompt despatch as the cases would permit covering claims outstanding on January 1 last and claims between said date and March 31 as aforesaid.

The above is respectfully submitted.

Yours truly,

H. F. ALWARD.

F. P. GUTELIUS, Esq.,
General Manager,
Government Railways,
Moncton, N.B.

CONTRACTS AND AGREEMENTS entered into by Intercolonial Railway and Prince Edward Island Railway from January 1 to March 31, 1914.

Number.	Date.	Contractor.	Description.
	1914.		
7112	Jan. 8..	K. A. Morrison	Construction of substructure of a bridge over brook near Covered Bridge Station, N.B.
7113	" 8..	Dominion Bridge Company, Limited.	Erection of following bridges—Becancour River, crossing over N.T.R., Rivière du Sud bridge, Rivière du Loup bridge.
7114	" 8..	Baird & Howie	Construction of substructure of a bridge over Nashwaak River.
7115	" 20..	Hall Switch & Sig. Co., Limited	Installation of a telephone train despatching line between Moncton and St. John, N.B.
7116	" 22..	McDonald & McIntosh	Construction of substructure of a bridge over West River at Antigonish, N.S.
7117	Feb. 6..	Union Construction Co., Limited	Construction of a line of railway from point on I.C.R. at No. Sydney Station to a junction with main line of railway near Leitches Creek Station, N.S.
7264	" 6..	Canadian Allis-Chalmers, Limited	Manufacture and erection of steel railway bridge at West River Antigonish, N.S., Barney's River and French River.
7118	" 6..	MacKinnon, Holmes & Company, Limited.	Manufacture and delivery of steel railway bridges at Rivière le Bras, Black River, Bridge 2·8 miles W. of Sayabec, under crossing Ivory Rd. and Oxford Subway.
7308	Mar 12..	Kennedy & Co	Erection of a passenger station at O'Leary, P.E.I.
7119	" 12..	Dominion Bridge Company, Limited.	Erection of 5 bridges on Dartmouth to Deans Branch at following points—McNab's Brook, Marsh Brook, Head of Chezzetcook, Gaetz Brook, and Petpeswick.
7247	" 12..	Northern Electric & Mfg. Co., Ltd.	Installation of a telephone train despatching line between Moncton, N.B., and Truro, N.S.
7120	" 14..	The Nova Scotia Car Works, Limited.	Construction of 20 standard caboose cars.
7217	" 26..	Coldbrook Water Company	Supply of water at Coldbrook, N.B.
7229	" 27..	Sir W. G. Armstrong Whitworth & Co., Limited.	Construction and delivery of a steel double screw ferry steamer.
7406	Jan. 28 .	Timothy Foley, Michael H. Foley, Patrick Welch, John W. Stewart and Gilbert E. Fauquier.	Halifax Ocean Terminals Docks (First Unit) Contract No. 3.

H. F. ALWARD,
General Solicitor.

PROPERTY LEASED to Intercolonial and Prince Edward Island Railways between January 1 and March 31, 1914.

Number of Lease.	Date of Signature.	Lessor.	Land or rights demised.	Area.	Term.	Commencement of term.
	1914.					
7210	Jan. 29..	City of St. John, N.B...	Granting privilege to extend one spur track from railway on Ballast Wharf in City of St. John, N.B., along Charlotte Street to Broad Street.	.....	To be cancelled upon 60 days' notice.	Jan. 29, 1914.
7296	Mar. 11..	" " ...	Granting privilege to extend one spur track of Intercolonial Railway to St. John Iron Works from branch running to James Pender & Co's siding.	.....	To be cancelled upon 60 days' notice.	Mar. 11, 1914.

*No property leased to Prince Edward Island Ry.

H. F. ALWARD,
General Solicitor.

PROPERTY LEASED by the Intercolonial and Prince Edward

Number of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1913.		
1—7140	Dec. 20.	W. S. Sweet	Land at Folleigh Station, N.B.
2—7143	" 20.	George St. Pierre & Co.	Land at Riviere du Loup, P.Q.
3—7145	" 27.	Maritime Coal, Railway & Power Co., Ltd.	Privilege to erect and maintain telephone wires east of Amherst, N.S.
4—7125	" 20.	Wm. S. Downes	Land at Flatlands, N.B.
5—7141	" 20.	Benjamin Steeves	" "
	1914.		
6—7151	Jan. 1.	E. L. Jobb	Right to lay water pipe over railway property at New Mills, N.B.
7—7138	" 15.	J. M. O'Brien	Restaurant and rooms in station at Truro, N.S.
8—7148	" 22.	Peter England	Land at Chatham, N.B.
9—7147	" 29.	F. H. West	Privilege of laying a 6-in. iron pipe at Pictou, N.S.
10—7142	" 29.	Imperial Oil Co., Ltd.	Land at St. Flavie, P.Q.
11—7131	" 29.	Sackville River Elect. Co.	Privilege to lay and maintain wires on railway property near Bedford, N.S.
12—7144	Feb. 6.	Town of Truro, N.S.	Land at Truro, N.S.
13—7150	" 6.	Mrs. Mary E. Wheaton	Land at Salisbury, N.B.
14—7153	" 6.	Raymond Dand	Land at New Glasgow, N.S.
15—7155	" 6.	Rood & McGregor	" " "
16—7146	" 7.	Ralph W. Eastwood	Land at Pictou Landing, N.S.
17—7154	" 7.	Universal Radio Syndicate, Limited.	Right to lay oil pipes over railway property at Newcastle, N.B.
18—7156	" 7	James Robinson	Right to lay sewer pipes on railway property at Millerton, N.B.
19—7152	" 16.	J. S. Poirier	Land at St. Alexis, P.Q.
20—7149	" 18.	Richard Lafrenais	Land at Chaudiere Curve, P.Q.
21—7124	" 18.	Pierre Plante	" " "
22—7134	" 28.	John Jamieson	Privilege to lay 2-in. galvanized iron water pipe east of Norton, N.B.
23—7136	" 28.	J. J. Grant & Son	Land at Trenton, N.S.
24—7133	" 28.	C. E. Dube and S. Belle	Land at Riviere du Loup, P.Q.
25—7135	" 28.	Achelle Michaud	Privilege to maintain reservoir and lay pipe on railway property at St. Fabien, P.Q.
26—7127	Mar. 6.	Thomas S. Patillo	Land at Folleigh Lake, N.S.
27—7129	" 6.	Town of New Glasgow, N.S.	Right to lay water pipe.
28—7130	" 6.	Acadia Coal Co., Ltd.	Privilege to string wires between Stellarton and New Glasgow, N.S.
29—7132	" 6.	Finch, Pruyn & Co.	Privilege to cross I.C.R. right of way with a bridge 3¼ miles west of Laurier, P.Q.
30—7206	" 12.	Alfred Blake	Land at Campbellton, N.B.
31—7126	" 12.	Moncton Tramways, Electricity & Gas Co.	Land at Moncton, N.B.
32—7161	" 14.	Moncton Tramways, Electricity & Gas Co.	Right to lay steam pipes on property of railway at Moncton, N.B.
33—7163	" 16.	Ernest O. Dufault	Land at Dufaultville, P.Q.
34—7165	" 17.	Western Union Telegraph Co.	Privilege to lay and maintain a tile conduit under tracks and across property of Intercolonial Railway at North Sydney, N.S.
35—7164	" 17.	Flavien and Odilon Guay	Land at Hadlow, P.Q.
36—7162	" 17.	John Fenderson Co.	Land at Sayabec, P.Q.
37—7223	" 20.	Milton Crowe	Land at Stewiacke, N.S.
38—7123	" 25.	Price Bros.	Land at Lac au Saumon, P.Q.
39—7122	" 26.	P. F. McCully	Land at James River, N.S.
7137	Feb. 28.	D. D. Campbell	Land at O'Leary, P.E.I.

SESSIONAL PAPER No. 20

Island Railways between January 1 and March 31, 1914.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual rental.	Due each year.	First installment due.
			$ cts.		
6,482 sq. ft.	During pleasure	Jan. 1, 1914.	1 00	Jan. 1	Jan. 1, 1914.
4,842 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
1·2 acres	"	" 1, 1914.	5 00	" 1	" 1, 1914.
2,139 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	5 years	" 15, 1914.	1,750 00	Jan. 15 April 15 July 15 Oct. 15	" 15, 1914.
4,948 sq. ft.	During pleasure	Dec. 1, 1913.	10 00	Dec. 1	Dec. 1, 1913.
	"	Jan. 1, 1914.	1 00	July 1	July 1, 1914.
10,000 sq. ft.	"	Dec. 31, 1913.	5 00	Dec. 31	Dec. 31, 1913.
	"	Jan. 1, 1914.	1 00	Jan. 1	Jan. 1, 1914.
3,930 sq. ft.	"	Feb. 1, 1914.	1 00	Feb. 1	Feb. 1, 1914.
½ acre	"	" 1, 1914.	5 00	" 1	" 1, 1914.
6,075 sq. ft.	"	Mar. 6, 1913.	5 00	Mar. 6	Mar. 6, 1914.
1·20 acres	"	" 6, 1913.	50 00	" 6	" 6, 1914.
4,750 sq. ft.	"	Feb. 1, 1914.	5 00	Feb. 1	Feb. 1, 1913.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
450 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
1,752 sq. ft.	"	Mar. 1, 1914.	1 00	Mar. 1	" 1, 1913.
4,740 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
16,428 sq. ft.	"	" 1, 1914.	10 00	" 1	" 1, 1914.
1,150 sq. ft.	"	Feb. 1, 1914.	5 00	Feb. 1	Feb. 1, 1914.
	"	Mar. 1, 1914.	1 00	Mar. 1	Mar. 1, 1914.
3,000 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
2·07 acres	"	Jan. 1, 1913.	10 00	Jan. 1	Jan. 1, 1913.
144 sq. ft.	"	Mar. 1, 1914.	1 00	Mar. 1	Mar. 1, 1914.
	"	" 1, 1914.	1 00	" 1	" 1, 1914.
8,147 sq. ft.	"	July 1, 1913.	5 00	July 1	July 1, 1913.
	"	April 1, 1914.	1 00	April 1	April 1, 1914.
100 sq. ft.	"	" 1, 1914.	2 00	" 1	" 1, 1914.
90,675 sq. ft.	"	" 1, 1914.	1 00	" 1	" 1, 1914.
1,767 sq. ft.	"	" 1, 1914.	2 00	" 1	" 1, 1914.
11·07 acres	"	" 1, 1914.	50 00	" 1	" 1, 1914.
300 sq. ft.	"	Jan. 22, 1914.	1 00	Jan. 22	Jan. 22, 1914.
1,050 sq. ft.	"	Mar. 1, 1914.	5 00	Mar. 1	Mar. 1, 1914.

H. F. ALWARD,
General Solicitor.

PROPERTY CONVEYED to the Department of Railways

INTERCOLONIAL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1914.		
7175	Jan. 2..	James Bambrick *et ux*.....	Land at.....
7176	" 2..	Thomas Rourke *et ux*.....	"
7177	" 3..	John Gilbert.....	" .....
7411	Feb. 12..	Samuel Hiltz *et ux*.....	"
7412	" 24..	Ida Blanche McKenzie.....	"
7413	Jan. 31..	Harvey E. Cole *et ux*.....	"
7414	Feb. 3..	Isaac G. Leslie *et ux*.....	"
7415	Jan. 24..	Alexander Nieforth *et ux*.....	"
7416	" 2..	Rufus Gould *et ux*.....	"
7417	" 3	Mary Horton *et al*.....	"
7418	" 6..	Arthur Fisher *et ux*.....	" .....
7419	" 9..	Matthew G. Archibald *et ux*..	"
7420	Mar. 26..	Peter G. Archibald *et ux*.....	"
7421	Feb. 19..	John H. Sedgewick *et ux*.....	"
7422	" 12..	William Naugle *et ux*.....	"
7423	" 3..	D. Archibald Hutchinson *et al*	"
7424	" 27..	Stanley C. W. Tait *et al*.....	" .....
7425	Mar. 19..	Duncan Slade.....	" .....
7426	" 19..	Daniel W. B. Reid *et ux*.....	Of all that portion of a right of way to pass and repass from the Main Post Road at Elmsvale unto D. W. B. Reid's land.
7427	" 19..	Joseph Day *et ux*.....	Land at.....
7428	Jan. 31..	John G. Bisslett.....	" .....
7429	" 31..	Freeman Brown *et ux*.....	" .....
7273	" 2..	Isaiah Crittenden.....	Water lot at Pirate Cove.....
7430	Feb. 25..	Robert J. Thompson *et ux*.....	Land at.....
7431	Mar. 27..	Charlotte Dunbrack.....	" .....
7432	" 18..	John A. McLean *et ux*.....	" .....
7215	Feb. 6..	Alexander McDonald.....	Permission to close farm crossing.....

SESSIONAL PAPER No. 20

and Canals from December 31, 1913 until March 31, 1914.

RAILWAY.

District	County.	Area.	Amount
			$ cts.
Little River	Halifax, N.S.	2·09 acres 0·10	98 55
Meaghers Grant	"	1·93 "	175 00
"	"	6 "	102 00
East Lawrence	"	1·35 "	200 00
Eastern Passage	"	0·39 "	1 95
Little River	"	3·26 "	200 60
East Lawrence	"	0·63 "	100 00
Cole Harbour	"	3·76 "	18 00
Elmsvale, Musquodoboit	"	1·57 "	70 65
Upper Musquodoboit	"	3·46 "	100 00
" "	"	0·16 "	8 00
" "	"	0·65 "	32 50
Centre "	"	1·61 "	80 50
Middle "	"	5·10 "	500 00
West Lawrencetown	"	0·22 "	2 20
Upper Musquodoboit	"	1·36 "	200 00
Eastern Passage	"	1·45 "	390 00
Crawford's Falls	"	2·39 "	25 00
Elmsvale	"		1 00
Crawford's Falls	"	1·28 acres	50 00
Cole Harbour	"	11·59 "	350 00
East Lawrence	"	0·76 "	76 00
Mulgrave	Guysborough, N.S.		650 00
Cow Bay	Halifax, N.S.	4·21 acres	25 26
Meaghers Grant	"	2·46 "	49 20
"	"	3·89 "	77 80
Brierly Brook	Antigonish, N.S.		Other crossing rights.

H. L. ALWARD,
General Solicitor.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT of Claims settled by the Legal Claims Department during the period from January 1 to March 31, 1914.

File.	Claimant.	Address.	Amount.	Particulars of Claim.	Disposal.	
			$ cts			$ cts
L—31	E. L. Dorion and Henry Deyoung.	Pomquet, N.S.	58 00	Fire damages to hay land and fences, May 1912	By payment of to Dorion and to Deyoung.	10 00 16 50
118	John Dolan	St. John, N.B.	560 00	Personal injuries and loss sustained in connection with accident at crossing in St. John, July 2, 1912.	By payment of	360 00
187	Omer Huot	St. Nicholas, Que.	250 00	Fire damages to Woodland, Aug. 1911	"	242 50
187	Benj. Olivier	"	350 00	" " "	"	335 00
387	John D. Thompson	Douglasfield, N.B.	20 00	Heifer killed on railway Oct. 12, 1912	"	20 00
100	H. McC. Hart	Windsor Junction, N.S.	1,786 32	Fire damages to stone crushing plant, April 27, 1913	"	1,400 00
153	Wm. Langille	River John, N.S.	40 00	Fire damages to Woodland property, April 1913	"	20 00
87	George Jolicoeur	St. Henri Bridge	3,340 00	Fire damages to property, April 1913	"	2,025 00
87	Theophile Roberge	"	1,500 00	" " "	"	825 00
87	H. C. Atkinson	"	1,000 00	" " "	"	625 00
140	Joseph McMillan	St. Peter's, P.E.I.	7 00	Lamb killed on railway, May 1913	"	7 00
468	Edgar Holmes	Truro, N.S.	400 00	Fire damages to barn and contents, June 29, 1913	"	300 00
148	Joseph Delaney	East River, N.S.	25 00	Fire damages to grass land, June 1913	"	10 00
170	Peter Murphy	Morrell, P.E.I.	200 00	Fire damages to woodland, June 1913	"	125 00
168	Joseph Vezina	Harlaka, Que.	60 00	Cow killed, June 4, 1913	"	45 00
146	J. A. Reynolds	Upper Stewiacke	12 00	Damage to wagon, July 1913	"	12 00
155	Arsene Pelletier	St. Arsene	30 00	Heifer killed, July 1913	"	30 00
284	Joseph Plourde	St. Wenceslas, Que.	12 00	Bull killed, July 1913	"	12 00
217	Nap. Boissonault	Laurier Village, Que.	75 00	Fire damages, Aug. 1913	"	75 00
217	Jas. Cote	"	150 00	Fire damages to woodland, Aug. 1913	"	125 00
217	Phil. Cote	"	25 00	" " "	"	24 00
409	J. L. Morton	Cross Creek	8 00	Calf killed, Aug. 1913	"	8 00
217	Alph. Paquette	Laurier	115 00	Fire damages to woodland, Aug. 1913	"	100 00
195	John Donald	Upper Blackville, N.B.	25 00	Steer killed, Aug. 1913	"	25 00
175	Joseph Labbe	St. Charles, Que.	25 00	Damage to wagon, Aug. 16, 1913	"	20 00
206	A. & R. Loggie	Loggieville, N.B.	255 34	Horse killed and damage to mill tramway, etc., Aug. 1913	"	255 34
178	D. W. McDonald	Lansdowne, N.S.	3,143 00	Fire damages to property, Aug. 1913	"	2,600 00
156	A. T. Avard	Amherst, N.S.	450 00	Damages to automobile, Aug. 1913	"	250 00
288	Irene Desmarais	Ste. Rosalie, Que.	45 00	Fire damages, Aug. 7, 1913	"	45 00
192	Timothee Gaudreau	Ste. Flavie, Que.	200 00	Mare killed on railway, Aug. 1913	"	200 00
145	J. D. M. Fraser	Hopewell, N.S.	2,729 00	Fire damages to property, Sept. 22, 1913	"	1,450 00
145	A. F. Grant	"	2,995 00	" " "	"	1,400 00
145	Mrs. Enon McDonald	"	1,960 00	" " "	"	900 00
145	Independent Order of Foresters (per H. D. McLeod.)	"	1,550 00	" " "	"	900 00

145	Mrs. James McPherson	"	672 00	"	"	"	350 00
538	Nicholas Bertain	St. Peter's River, N.B.	190 00	Colt killed, Sept. 1913		"	165 00
297	Wm. Heatherly	No. Weltshire, P.E.I.	32 00	Sheep killed, Sept. 1913		"	32 00
228	Zulah J. Morrell	St. John, N.B.	25 00	Wearing apparel damaged, Sept. 1913		"	19 00
228	Edith B. Staples	Marysville, N.B.	16 25	"	"	"	11 00
332	Emile Gagnon	Kempt, Que.	24 00	Sheep killed Oct. 1913		"	22 00
434	John Harrington	Conway, P.E.I.	4 00	Lamb killed, Oct. 1913		"	4 00
300	S. L. T. Harrison	Moncton, N.B	50 00	Cow killed on railway near Salisbury, N.B., Oct. 8, 1913		"	40 00
427	Joseph Langlois, jr	St. Anaclet, Que.	15 00	Bull killed on railway, Oct. 1913		"	15 00
294	Telesphore Morais	St. Fabien, Que.	45 00	"	"	"	30 00
407	Geo. E. Full	Charlottetown, P.E.I.	46 30	Damages to factory through shunting of train		"	46 30
279	Ernest Levesque	Beaurivage, Que.	98 00	Personal injuries and damages to sled, Nov. 1912		"	25 00
57	John Andrews	North Sydney, N.S.	200 00	Personal injuries received at North Sydney, N.S., May 10, 1912.		"	100 00
453	M. Buchanan	Fredericton, P.E.I.	20 00	Heifer killed, Nov. 1913		"	20 00
451	John H. Bertain	Nigadoo, N.B.	15 00	Cattle killed, Nov. 1913		"	15 00
377	Ed. Baxter	Marshy Hope, N.S.	6 00	Sheep killed, Nov. 1913		"	6 00
545	Joseph McKenna	Tracadie, P.E.I.	6 00	"	"	"	6 00
299	C. H. McIntyre	McIntyre's Lake, C.B.	40 00	Ox killed, Nov. 1913		"	20 00
532	Mrs. R. E. McLellan	Halifax, N.S.	5 00	Damage to roof by blast, Dec. 1913		"	5 00
425	Arsene Therriault	Kempt, Que.	40 00	Damage to sleigh on railway, Dec. 1913		"	35 00
424	Alexis Chabot	St. Charles, Que.	3 00	Damage to harness, Jan. 1914		"	3 00
450	Angus McDonald	West River, N.S.	10 00	Bobsled damaged, Jan. 1914		"	10 00
			24,963 21				15,775 64

H. F. ALWARD,
General Claims Agent.

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1913. April	5		Special.	Freight	Hains and McDougall.	Wood	Bathurst
"	9	15·00	Special	Freight	R. Doyle	R. Simpson	148 Nappan
"	9	15.30	175	Freight	W. A. Munn	E. Satchel	70 Sydney
"	18	12.30	Special	Freight	J. Baxter	A. Urquhart	113 Gordon's Summit Siding.
"	19	5.30		Shunter	R. Rutland	P. McInnis	819 Halifax
"	24	8·20	Special	Passenger	L. Bannerman	D. Wood	636 Between Bartibogue and Red Pine.
"	26		35	Passenger	J. Swetnam	R. Bulmer	636 Harcourt
"	27	5.30					1 mile east of Moncton.
May	5	13.35	Special	Freight	J. Russell	G. Wortman	49 Newcastle
"	7	12.45	Special	Freight	R. Henry	J. Cameron	1103 Millerton
"	1	20.00		Shunter	M. Wrynn	R. Jefferson	73 Springhill
"	7	6.10	17	Passenger	J. McLellan	C. Wilson	646 Sydney
"	17	23.15	134	Passenger	C. B. Clarke	W. J. Coffey	634 ½ mile east Shediac.
"	21	24.40	Special	Freight	T. G. Stratton	H. Somers	42 Newcastle
"	22	20·35	99	Freight	N. Levesque	E. Henderson	123 Moffatts Bridge
"	24	2·30	40	Freight	W. F. Fergusson	O. Gilker	27 Red Pine
"	26	6.00	Special	Freight	J. McDougall	Meech	No. Sydney Junction.
"	28	2.00	Special	Freight	W. McGillivray	M. Smith	66 Pt. Tupper
"	30	14.30	Special	Ballast	A. B. Gotro	D. Wood	73 Jacquet River
June	2	2.30		Lightengine	J. Matheson	H. R. Fillmore	1089 ¼ mile east Westville
"	6	20.30	55	Freight	J. E. Fleming	J. B. Champion	77 Har. au Bouche
"	9	7.00		Engine			1073 Stellarton
"	11	16.20	Special	Freight	C. E. Morton	G. Wilson	208 Bathurst
"	11	18.30					Harcourt
"	11	8.45	Special	Ballast	A. Lemieux	W. Mountain	89 Chaud. Jct
"	14	13.23		Shunter	C. D. McDonald	H. Thompson	803 Stellarton
"	16	11.45		Way Fgt.	D. Sweeney	Frank Gibson	154 Newcastle
"	16	5.00		Light engine	J. Sutherland	J. Cameron	101 2River Denys
"	18	8.55	145	Passenger	M. Varville	J. Houston	616 St. Hyacinthe
"	18	17.30					Stellarton
"	21	11.50	104	Freight	G. H. Pushie	A. McLean	70 Beaver Cove

SESSIONAL PAPER No. 20

RAILWAY.

Fiscal Year ended March 31, 1914.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
E. Bateman	Passenger	McDougall's special ran into	Fatal	Negligence of train
J. E. Hachey	"	Hain's special	"	
R. Chamberlain	"		Ribs broken.	
Robert Mcdonald	Neither	Attempted to cross track, struck by train.	Fatal	No inquest.
Robert Lund	Brakeman	Hand caught while coupling cars.	Two fingers smashed.	
Jos. Baxter	Conductor	Knocked from van to rail by slack of train.	Ribs and shoulder injured.	
R. L. Sims	Yardman	Fell from car	Arm badly sprained.	
Miss Ada Moore	Passenger	Oil stove exploded	Face badly burned	
Fred Beers	Brakeman	Caught hand in baggage car door.	Finger injured.	
Philip Gagne	Tankman	Supposed to have been struck by train.	Fatal	Ry. exonerated from blame.
J. M. LeBlanc	Brakeman	Dumped through hopper	Badly bruised.	
Clarence Smith	Brakeman	Stepped in hole containing hot water from exhaust pipe.	Right leg badly scalded.	
C. E. Gourley	Brakeman	Hand caught while coupling cars.	Two fingers smashed.	
Frank McDonald	Passenger	Jumped from train while in motion.	Collar bone fractured.	
Joseph Petitpas	Neither	Lying on track struck by train.	Fatal	Ry. exonerated from blame.
John McCabe	Brakeman	Heel caught under wheel	Slightly injured.	
J. N. Dastous	Brakeman	Stepped from engine, fell over bridge.	Seriously bruised.	
M. Gogan	Brakeman	Fell from tender of engine	Right side injured.	
B. Almon	Brakeman	Foot slipped between knuckles pushing draw bar over.	Heel badly injured.	
Wm. Smith	Driver	Caught between pump and engine.	Arm injured.	
J. A. Magee	Brakeman	Ankle caught by flanger	Slightly injured.	
G. Graham	Neither	Sitting on track struck by train.	Fatal	Death from unknown causes.
J. Fleming	Conductor	Fell while helping to lift frog.	Ankle dislocated.	
Paul Good	Brakeman	Fell off engine	Slightly injured.	
Jos. Talbot	Brakeman	Knocked off car while taking water.	Hip slightly hurt.	
John W. Morton	Lighter	Semaphore fell while lighting lamp.	Fatal	Responsibility—Ry. rotten condition semaphore post.
M. Morneau	Section foreman	Stepping clear ballast train struck by shunting engine.	Fatal	Accidental death, Ry. exonerated.
C. D. McDonald	Yard foreman	Hand caught coupling cars	Slightly injured	
C. Scurr	Brakeman	Fell off box car	Seriously injured	
J. McEachern	Foreman	Fell from engine tender	Hip injured.	
P. Deschene	Neither	Walking track struck by train.	Fatal	Accidental death, Ry. exonerated.
G. A. McLeod	Switchman	Fell off ladder of semaphore.	Leg and arm injured.	
John Ryan	Brakeman	Slipped and fell	Shoulder and hip injured.	

INTERCOLONIAL

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1913.							
June 23	14.38	Special	Freight	J. V. McDonald	R. Hamilton	204	Wentworth
" 24	14·00	41	Freight	J. Beaulieu	J. Smith	72	McGregor's Siding
" 25	12.30	Special	Freight	E. J. McDonald	Gunning	622	Pugwash
" 26	10·30		Shunter		Smallwood	806	Moncton
" 27	14.30		Shunter	A. Cameron	C. Keith	1009	No. Sydney
" 27	17.30	Special	Freight	T. Stratton	T. Eagles	217	Jacquet River
" 28	10.15		Work train	Wm. Hinch	J. Hessian	54	Richmond
" 28	3.55	Special	Freight	J. A. Beaulieu	F. Beaulieu	422	St. Simon
July 2	17 00	74		C. Fournier	R. McKenzie	23	Little Metis
" 2	19.10	Special	Freight	C. E. Morton	Geo. Wilson	209	Charlo
" 4	24.45	Special and	74	A. Lemieux	G. Cote	49 97	L'Islet
" 10	8.15	14		J. Buchanan	Geo. Feetham	603	P. Lodge
" 12	24.00	Special	Passenger	G. W. Ross	W. Sproul	44	Tatamagouche
" 15	16.00			J. Rioux	F. Cloutier		Levis
" 16	9.30			A. Potvin			Princess Pier
" 17	12.30		Shunter	J. St. Pierre	A. McKenzie	131	Val Brillant
" 20							Campbellton
" 21	7.30						Newcastle
" 22	17.58	46		A. Therriault	E. Ouellet	410	LaDurantaye
" 23			Freight	Morton			Newcastle
" 29	14.00	Special	Freight	A. Philips	R. Kennedy	35	Amherst
" 30	22.00		Freight	J. F. Doyle	W. Gunning	13	Bathurst
Aug. 2	20.00	17		B. G. Wood	Youlds		Truro
" 4	8.15	33	Passenger	A. Begin	W. Rioux	430	St. Eloi
" 8	17.20	Special	Ballast	B. Ripley	J. McLean	78	Elmsdale
" 10	8.30		Shunter	W. Smith	W. Savidant	824	Campbellton
" 11							Bathurst
" 14	10.45	Special	Freight	D. O. McDonald	Peoples	103	Pugwash Jct
" 18	19.00	Special	Freight	J. Baxter	A. Urquhart	146	Truro
" 19		200	Passenger				Bathurst
" 21	7.40	24	Freight	M. C. Daley	A. Cook	17	Greenville
" 22	14.45	Special	Freight	P. Bannerman	J. E. Travis	1122	Chatham
" 25	8.30		Shunter	B. Dickie	J. Phinney	823	Truro
" 27	14.14	Special	Freight	E. A. Smith	W. McGarity	17	Penobsquis
" 27	11.30	Special	Freight	W. J. Ellis	L. Starritt	149	Windsor Jct
Sept. 2	17.42	34	Passenger	Bouthilette	Geo. Findlay	413	St. Hilaire
" 4		303	Regular	W. Long			Fredericton
" 5		19					Truro
" 6	4.45	Special	Excursion	Brownrigg	H. Thompson	26	Rogers Siding
" 6							Petit Rocher
" 6	15.10		Shunter	R. H. Wilkins	W. Atkinson	1009	No. Sydney
" 6		33	Passenger	H. Barreau			Newcastle

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1914—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
H. Carson	Electrician	Gasoline car struck by train	Both slightly injured.	
H. G. Rolfe	"			
E. Banville	Brakeman	Fell off ladder of box car	Elbow dislocated.	
A. A. McLellan	Brakeman	Hand caught in coupler	Finger smashed.	
F. F. Nickerson	Brakeman	Foot caught in foot board	Badly sprained.	
A. D. Holmes	Brakeman	Finger caught coupling cars	Finger crushed.	
L. Hachey	Brakeman	Hand caught in car door	Finger jammed.	
Roy Cochrane	Labourer	Jammed between cars	Slightly injured.	
Claude Caron	Neither	Struck by train at crossing	Head badly cut.	
Arthur Dube	Brakeman	Struck by tank pipe	Head badly bruised and ankle sprained.	
John Comeau	Brakeman	Hand caught uncoupling car	Finger jammed.	
J. A. Morin	Fireman	Jumped from train	Shoulder bruised.	
Geo. Cook	Passenger	Fell trying to get on train while in motion.	Neck cut and knee injured.	
L. Langille	Passenger	Jumped off train	Ankle sprained.	
T. Beaulieu	Neither	Supposed to have been struck by train.	Fatal	Accidental death struck by unknown train.
A. Potvin	Employee	Testing steam crane	Hand broken.	
E. Dube	Brakeman	Back injured while shunting	Slightly.	
Wm. Allen	Neither	Struck by train	Fatal	Accidental death struck by unknown train.
A. Bourdeau	Trackman	Struck by rail	Ankle badly bruised.	
George Brochu		Walking on track	Slightly injured.	
M. Richard	Brakeman	Closing car door	Thumb injured.	
Dan. Hanley	Neither	Foot caught in draw bars	Foot broken.	
W. Gunning	Driver	Hand caught under falling coal.	Slightly injured.	
T. T. Robinson	Passenger	Fell off cars steps	Slightly injured.	
Unknown	Neither	Walking or lying on track	Fatal	No inquest.
T. Chambers	Foreman	Foot caught under wheels	Badly crushed.	
U. Germain	Yardman	Hand jammed	Slightly injured.	
C. Thompson	Passenger	Fell from track to road	Slightly injured.	
Mrs. Gamble and child	Passengers	Collision between two specials.	Slightly injured.	
A. D. McInnis	Brakeman	Uncoupling cars	Wrist injured.	
Sydney Gunn	Passenger	Finger pinched while on buffer.	Slightly injured.	
J. R. Carney	Brakeman	Fell off steps of van	Knee injured.	
John Davidson	Labourer	Struck with angle bar	Slightly injured.	
F. Bailey	Brakeman	Foot caught in draw bar	Foot crushed.	
W. A. Steeves	Brakeman	Leg cut while working	Slightly injured.	
R. B. Johnson	Brakeman	Pushing draw bar into position.	Arm badly jammed.	
John McRae	Neither	Driving over crossing struck	Fatal	Accidental
A. Anclair		by train.	Badly injured.	death.
W. Long	Conductor	Thrown against chair in van by slack of train.	Slightly injured.	
Robt. Bartlett	Neither	Struck by train walking track.	Both legs crushed one broken.	
John Fraser	Passenger	Jumped from window	Three scalp wounds, not serious.	
J. Devereaux	Neither	Fell over bridge	Fatal	No inquest.
W. H. Bedford	Brakeman	Foot caught on buffer	Slightly injured.	
Geo. Helleur	Passenger	Fell from train	Back bruised, head cut.	

INTERCOLONIAL

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1913.							
Sept. 6	14.05	19	Passenger				South River
" 8	19.45	238	Freight	D. Sullivan	R. Jefferson	11	Springhill Jct.
" 10	18.50	169	Freight	W. A. Warman	J. Oakleaf	1029	Dalhousie
" 11	10.00	45		B. Walker			St. Chas. Jct.
" 13	14.40	199	Passenger	J. Berry	W. Gross	438	Moncton
" 16	16.10		Shunter	E. S. Vye	W. Atkinson	1044	Newcastle
" 20	20.20		Special	R. H. Wilkins	W. Atkinson	1009	No. Sydney
" 23	16.00	231	Freight	G. Armstrong	E. Rushton	24	Siddalls Cut
		234	Freight	J. McDonald	F. Lynds	203	
" 25	23.20	316		A. A. Ayer	H. Cameron	1045	Chatham
" 30	23.50	Special	Excursion	G. Crawford	J. Gunning	602	River John
Oct. 1	5.00	22	Passenger				Mulgrave
" 2		34	Passenger				St. Alexandre
" 3	8.43	14		J. Buchanan	G. Feetham	603	Halifax
" 4	19.15		Shunter	F. McDonald	E. C. Moxon	82	Halifax
" 5	5.35	Special		Bruce	Henderson	46	Riversdale
" 8	1.00	Special		G. MacKay	T. O. Grant	103	James River
" 8							Gloucester Jct.
" 10	1.30	Special		John Howatt		23	McNeil's Stn.
" 11	10.00						Charlottetown
" 13	8.00		Shunter	Dickie	J. Kelly	148	Truro
" 15	10.05	34	Passenger	J. Chisholm	R. Lightbody	414	Springhill Jct.
" 15	15.00		Shunter			70	No. Sydney
" 20	7.34	200	Passenger	H. Aubin	H. Michaud	433	Amqui
" 22	18.20	3	Passenger	M. Wilson	J. Stackford	624	Quispamsis
" 24	12.34	33	Passenger	H. Begin	Jas. Millar	431	St. Joseph, Que.
" 25	23.00		Shunter	McDonald	H. Scothorn	805	Sydney
" 29	5.55	14	Passenger	J. Buchanan	G. Feetham		Truro
" 29		36	Passenger	M. Cummings	D. Pineo		Barnaby River
" 30	12.00		Special	D. McDonald	H. Fillmore	103	Pugwash
Nov. 1	1.25	Way	Freight	J. Doyle		73	Campbellton
" 4	20.45		Mixed	Warman	Oakleaf		Dalhousie
" 7	15.00	13		J. Buchanan	G. Feetham	603	Shubenacadie
" 8	15.40	74		V. Gendron	J. Deon	135	St. Rosalie
" 8	18.40	8	Passenger	J. McManus	Jas. Moody	642	Norton
" 19	10.00		Shunter	J. P. McKay			Stellarton
" 23	1.15				Emile Roy	10	Ste. Rosalie
" 26	12.00	Special	Freight	D. Sweeney	D. McQuarrie	73	Bathurst
" 25	14.10	Special		D. J. Druhan	I. Stockall	407	Bedford

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1914—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
A. M. Chisholm	Passenger	Foot caught while getting off train.	Foot crushed.	
P. M. LeBlanc	Brakeman	Caught while uncoupling cars	Fatal	Accidental death, Ry. exonerated.
A. Callahan	Brakeman	Struck by overhanging roof.	Bad shaking up.	
A. Potvin	Passenger	Fell off train	Slightly injured.	
Mrs. G. Cochrane	Neither	Struck by train while walking on track.	Shoulder blades and ribs broken.	
H. Underhill	Brakeman	Stepped on broken bottle	Foot badly cut.	
Michael Lee	Neither	Struck by train while lying on track.	Cut about the head.	
E. Rushton	Driver	Head on collision	Fatal	Responsibility placed on one of train crews.
B. Colpitts	Fireman		"	
Frank Lynds	Driver		"	
O. Hingley	Fireman		"	
W. Banks	Brakeman		"	
H. Underhill	Brakeman	Jammed between cars	Slightly injured.	
A. Cunningham	Passenger	Fell from platform under train.	Arm crushed had to be amputated.	
J. Isksen	Employee	Fell under car	Leg badly crushed.	
E. Broupree	Brakeman	Trunk fell on foot	Toe disjointed.	
Chas. Hayward	Passenger	Fell off train	Slightly injured.	
T. McDonald	Foreman	Ankle sprained	Slightly injured.	
H. McIsaac	Brakeman	Struck by train	Face cut and arm bruised.	
Wm. McLeod	Fireman	Head out cab window struck by car.	Head badly cut.	
Wm. McCallum	Neither	Supposed to have been struck by train.	Fatal	Accidental death, cause unknown.
Robt. Farrell	Lineman	Struck while unloading poles	Slightly injured.	
Edgar Walker	Carpenter	Fell into vat of potash	Feet and legs badly scalded.	
Henry Irving	Brakeman	Foot caught between cars	Slightly injured.	
M. Brayley	Neither	Jumped from train	Slightly injured.	
Jas. Smith	Labourer	Thrown from car of lumber.	Shoulder badly injured.	
J. Simoneau	Neither	Supposed to have been struck by train.	Fatal	Accidental death.
J. Bradley	Neither	Struck by train while walking on track.	Fatal	Accidental death.
E. Gagnon	Neither	Found on track struck by train.	Fatal	Accidental death.
E. Foster	Neither	Attempted to cross track	Knee cut.	
E. Nelson	Lamp lighter	Fell under train	Leg crushed (amputated).	
Mary Boyle	Passenger	Fell off car steps	Knee injured.	
Chesley Betts	Foreman	Struck in face by sod from train.	Shoulder dislocated.	
J. T. Doyle	Conductor	Stepped in hole in yard	Leg injured.	
S. Poirier	Neither	Fell over bags of potatoes	Ankle broken.	
John Blake	Neither	Struck with milk can	Slightly cut.	
H. Laliberte	Car inspector	Hand caught in draw bars	Badly crushed.	
Stephen Peters	Passenger	Fell from train	Slightly injured.	
J. A. McDonald	Shunter	Load of coal fell from coal chute.	Cut on head, ankle and shoulder bruised.	
Emile Roy	Driver	Fell off engine	Leg broken.	
D. McQuarrie	Driver	Pulling down semaphore slipped and fell.	Ankle sprained.	
V. Lively	Neither	Struck by train while walking on track.	Left arm broken.	

INTERCOLONIAL

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1913.							
Nov. 27	11.10	35	Passenger...	J. McGinn.....	A. Donald.....	404	Berry's Mills.....
" 27	12.10	15	Passenger..	J. Daley.....	A. Fryers.....	416	Little Forks..
" 27	3.00	.....	Shunter.....	.....	J. Kennedy.....	807	Truro.....
" 27	8.50	Special.....		E. Crowe.....	E. McKenzie.....	209	Onslow.....
" 29	.....	.....		.....	.....		Fort Lawrence....
Dec. 1	17.45	Special.....		M. McGillivray...	H. Cutler.....	146	Trenton.....
" 1	19.40	154	Passenger...	V. Roy.....	G. Begin.....	409	St. Bruno.....
" 5	9.30	Special.....	Freight.....	E. A. Smith.....	J. Burns.....	25	Hampton.....
" 6	10.50	.....	Shunter.....	R. Redmond.....	J. Hessian.....	827	Richmond.....
" 6	.....	Special.....		Pilon.....	Marceaux.....		St. Hilaire.....
" 7	.....	Pilot.....		O. Guay.....	S. Edwards.....	94	Ste. Rosalie.....
" 9	.....	Special.....	Freight.....	D. Sweeney.....	D. McQuarrie.....	73	Bathurst.....
" 19	.....	Special.....		M. McGillivray...	H. S. Cutten.....	103	Trenton.....
" 20	22.30	75	Freight.....	C. McDougall.....	R. C. Colpitts....	267	Bathurst.....
" 24	9.10	59	Mixed..	E. S. Vye.....	D. J. Wood.....	1043	Quarryville.....
" 24	7.45	Special.....	Freight.....	N. Sirois.....	E. Cote.....	137	St. Simon.....
" 24	15.39	.....		C. Youlds.....	L. Kennedy.....		Richmond.....
" 25	9.40	29	Passenger...	A. J. Welling.....	F. Welling.....	1095	Between Painsec and Moncton.
" 26	12.50	.....	Shunter...	G. Kelly.....	C. Barnaby.....	26	Truro.....
" 26	9.45	.....	Special..	W. Grantmyre.....	H. Scothorn..	65	Sydney.....
" 26	10.10	.....	Pilot.....	W. Tees.....	S. Edwards.....	94	Ste. Rosalie.....
" 27	14.35	20	Passenger...	G. C. Keays.....	L. W. King.....	421	Piedmont.....
" 28	8.00	.....	Special.....	W. H. Wilbur.....	J. C. Mahoney....	206	Amherst.....
" 29	10.30	.....		.....	.....		No. Sydney.....
" 30	19.00	Work...	Train....	W. Whalen.....	W. S. Matthews...	1044	Coughlins.....
" 31	8.00	.....		.....	.....		Truro.....
" 31	14.20	.....	Shunter.	J. Savard.....	C. Mercier.....	12	Riv. du Loup...
1914.							
Jan. 2	8.20	231	Freight.....	A. Philips..	R. Kennedy..	54	Folleigh..
" 7	13.45	.....	Shunter....	H. Upham.....	C. Coleman.....	827	Halifax.....
" 7	7.10	.....	Shunter....	.....	G. McCray...	814	Moncton.....
" 8	6.00	.....	Shunter.....	C. Garland....	J. Spear.....	815	Moncton.....
" 8	9.30	.....	Shunter.....	W. Herrington..	.....	8	St. John.....
" 13	11.00	.....		C. Cavenagh.....	H. Bulmer.....	74	Truro.....
" 13	15.30	18	Passenger...	.....	.....		New Glasgow.....

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1914—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
John McGinn	Conductor	Gas lamp exploded	Burned about face and neck.	
R. Noyes	Employees	While running hand car struck by train.	Fatal	Accidental death.
W. R. Cray.			"	
J. Kennedy	Shunter	Hand caught between chock and wheel.	Finger crushed.	
Chas. Porter	Employee	Fell while getting off train	Hip injured.	
R. Mitchell	Neither	Supposed to have been run over by train.	Fatal	No inquest.
S. Bodnar	Neither	Crossing between cars	Foot injured.	
Nap. Mongeon	Passenger	Jumped from train while in motion.	Face slightly injured.	
B. J. White	Brakeman	Unloading freight	Big toe broken.	
E. Kennington	Trackman	Car derailed	Slightly jammed about hips.	
Unknown	Neither	Struck by unknown train	Fatal	Accidental death, Ry. exonerated from blame
M. Paradis	Brakeman	Pulling pin on van	Wrist hurt	
Mrs. M. Pelletier	Passenger	Knocked down while standing at car door.	Arm broken and hip injured.	
John Stewart	Neither	Crossing over train between cars.	Shoulder injured.	
C. McDougall	Conductor	Coupling cars	Hand crushed.	
D. McDonald	Neither	Caught on bridge by train and fell off.	Fatal	No inquest.
F. Lemarre	Neither	While walking on track struck by train.	Fatal	No inquest.
Chas. Hughes	Neither	While walking on track struck by train.	Fatal	No inquest.
J. A. Casey	Trackman	Running flanger; hit by lever	Jaw broken and head cut.	
Fred Layton	Brakeman	Coupling cars	Two ribs broken and right lung punctured.	
R. Wellwood	Foreman	Running into shunting engine	Cut about face	
L. Tanguay	Snow shoveller	Run over by engine: leg cut off.	Died next day	No inquest.
C. J. McKinnon	Brakeman	Jumped off train	Head badly cut.	
W. H. Wilbur	Conductor	Caught between train and freight shed platform.	Slightly jammed.	
D. McDonald	Checker	Cleaning stove with benzine mixture.	Burned about limbs.	
D. Mountain	Brakeman	Uncoupling air hose on van	Head and ears cut slightly.	
R. McGregor	Lamplighter	Connecting gas hose on car gas exploded.	Burned about limbs.	
W. Fortin	Fireman	Fell off engine, hit by tender box.	Head slightly injured.	
John Fulton	Fireman	Fell from top of tender to cab.	Knee cap injured.	
R. M. Pineo	Yardman	Fell while getting on car	Slightly injured.	
Wm. Hoey	Fireman	Shunter ran into passenger engine.	Leg badly crushed amputated.	
F. McManus	Brakeman	Knocked off car by switch stand, fell under train.	Fatal	No inquest.
G. Osborne	Neither	Supposed to have been sitting under cars.	Left leg run over.	
H. Bulmer	Driver	Caught between draw bars	Hips injured.	
H. Oliver	Car oiler	Struck by brake lever	Head slightly injured.	

INTERCOLONIAL

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1914.							
Jan. 16	7.15				A. Murray	83	New Glasgow
" 19	18.05	88	Regular	G. Crawford	J. J. Ferguson	1088	Beavers Point
" 20	9.35		Shunter	D. J. Daley	John Walsh	1014	Wentzell's Siding
" 23	7.00		Shunter	D. Doiron		93	Moffatts
" 25	17.40		Special	J. McManus	C. Stewart	209	Springhill Junction
" 27	14.00	232	Regular	A. Philips	R. Kennedy	54	Springhill Junction
" 28	8.10	21	Passenger	J. Craigie	[illegible] Gallivan	646	No. Sydney Jct
" 29	12.40		Shunter	J. Ahearn	F. Cain	42	Lake Lands
" 30			Shunter			71	Stellarton
Feb. 1	20.30			T. McDonald	J. Dove	827	Halifax
" 7	2.40			J. McMillan	J. Oakleaf	1029	Dalhousie Junction
" 12	17.45						Truro
" 18	8.10	9	Passenger	G. Chesley			Passekeag
" 19	11.00						Riv. du Loup
Mar 4	18.25	Special	Freight	J. T. Carrier	J. Cote	76	L'Islet
" 5		24	Freight	H. Gordon	J. Stockford	29	Maccan
" 12	16.00						West River Bridge.
" 14	20.00	Special	Immigrant	A. J. McDonald			Graham's Siding
" 17	23.05	316	Regular	R. Dunbar	W. Matthews.	1101	Chatham
" 18	18.00		Shunter	J. C. Cormier		75	Beaver Brook
" 18	22.15		Shunter				Moncton
" 19	6.50	42		A. Gamache	T. W. Henry	40	St. Octave
" 22							Windsor Jct
" 23	22.00	50	Regular	E. Vachon		98	St. Paschal
" 30	18.07	166	Regular	F. Laliberte	J. Cameron	612	Morneau Siding
1913.							
Nov. 9	13.00	Special		J. Raymond	R. Baird	209	Beau Rivage
" 9	21.35	68	Regular	C. E. Brown	Wm. Lovett	1085	Rockingham
" 14	7.05	23	Freight	R. McDonald	Jas. Wiles	20	Londonderry
" 14	20.00						New Glasgow Freight Shed.

SESSIONAL PAPER No. 20

RAILWAY.

Year ended March 31, 1914—*Concluded.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
J. Hurley	Neither	While walking on track struck by train.	Fatal.	Accidental death, Ry. exonerated.
F. Wilson	Neither	While walking on track struck by train.	Fatal	Accidental death Ry. exonerated.
Chas. Diggs	Neither	Knocked off cars, struck by train.	Head slightly injured.	
A. Lepage	Brakeman	Fell off car	Knee slightly injured.	
G. Patterson	Brakeman	Hand caught while coupling cars.	Fingers smashed.	
Ida McKenzie	Neither	Struck by train while attempting to cross track.	One arm and part of other hand cut off.	
Thos. McKenzie	"		Slightly injured.	
J. Craigie	Conductor	Slipped and fell	Shoulder disloc'd.	
E. Ashford	Fireman	Tubes in engine burst	Slightly scalded.	
H. McIsaac	Brakeman	Struck by coal falling from tender.	Head badly cut.	
R. Waddell	Neither	Struck by engine on crossing.	Slightly injured.	
P. Lutes	Fireman	Struck by engine	Leg and side injured.	
W. E. Byers	Baggagemaster	Trunk fell on back	Back badly injured.	
J. Gilchrist	Passenger	Attempted to board train foot caught dragged ¼ of mile.	Fatal	No inquest.
J. T. N. Dionne	Machinist	Struck on head by piece of flying iron.	Head badly cut and bruised.	
Nap. Cormier	Fireman	Fell off engine tender	Hip slightly injured.	
J. B. Nelson	Neither	Attempted to board moving train.	Slightly injured.	
H. Fraser	Labourer	Fell from staging	Leg broken.	
C. Atkinson	Passenger	Jumped from moving train.	Slightly injured.	
C. Allain	Neither	Driving on track, struck by train.	Fatal	No inquest.
Wm. Payne	Brakeman	Jumped from train	Ankle sprained.	
A. Downie	Neither	Jumped from train struck switch engine.	Head injured.	
A. Gallant	Brakeman	Struck by semaphore arm	Slightly injured.	
Unknown	Neither	Supposed to have been struck by train.	Fatal	Accidental death, Ry. exonerated.
Geo. Dick	Fireman	Fell from engine tender	Head and back injured.	
N. LeClerc	Neither	Thrown from team on track, struck by train.	Fatal	Accidental death, Ry. exonerated.
Miss B. Goulet	Neither	While walking on track, struck by train.	Slightly injured.	
G. Tracy	Neither	Struck by train	Fatal.	
Jas. Wiles	Driver	Collision	Slightly injured.	
D. J. McDonald	Porter	Unloading freight in car	Forehead cut and nose bruised.	

H. F. ALWARD,
General Solicitor.

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the period ending March 31, 1914.

Date.	Name, Address and Occupation of Persons.	Place of accident.	Cause.	Nature and extent of injury.
1913.				
April 5	Joseph O'Reilly, baggageman, Charlottetown	On line of railway	Closed car door on thumb	Injured thumb.
May 5	Frank H. Hale, machinist, Charlottetown	Charlottetown	While working at engine a heavy beam struck him on head.	Head injured.
May 7	Albert E. Newsome, machinist, Charlottetown	Charlottetown	While working at wheel-press a block of wood struck him on chin.	Chin badly cut.
June 2	A. J. McDonald, baggagemaster, Georgetown	Cardigan	While unloading freight cut hand	Hand cut badly.
June 4	Fred Craswell, section man, Cardigan	Perth ballast pit	While putting in frog, slipped and fell on rail	Leg injured.
Aug. 11	Martin Walsh, carpenter, Charlottetown	Charlottetown	While stepping across pit fell and broke bone in ankle.	Broken bone in ankle.
Aug. 18	Hugh McKinnon, section man, Bradalbane	Bradalbane	Injured his shoulder handling ties	Shoulder injured.
Sept. 3	Fred Caswell, section man, Cardigan	Perth	Broke one of his fingers unloading ties	Broken finger.
Sept. 5	Joseph T. Hardy, section man, Elmsdale	Elmsdale	While handling old ties, fell and struck against end of them.	Breast injured.
Sept. 12	E. J. Harper, section man, Tignish	Tignish	While loading concrete pipe some pipe fell on foot	Foot bruised.
Sept. 19	Frank Cook, section man, Belle River	Belle River	While driving spike it flew and struck him on shin bone.	Leg injured.
Sept. 19	John O'Neill, labourer, Charlottetown	Royalty Junction	While replacing a car at Royalty Junction was struck by piece of timber.	Leg injured.
Oct. 9	Albert Boyle, section man, Conway	Portage	While unloading ties a tie slipped and fell on his foot.	Foot injured.
Dec. 10	John McEachern, carpenter, Charlottetown	Charlottetown	Had index finger cut off by circular saw	Index finger cut off.
1914.				
Jan. 27	James A. McNeill, blacksmith's helper, Charlottetown	Charlottetown	Injured wrist while welding tubes	Wrist injured.
Feb. 3	B. Parker Moore, machinist, Charlottetown	Charlottetown	While going from round house to forge, slipped on ice	Back injured.
Feb. 20	Samuel Graham, section man, Coleman	Coleman	Bruised arm while shovelling snow	Arm bruised.
Mar. 23	James Redmond, section man, Lake Verde	Lake Verde	While walking along the road slipped	Ankle sprained.

PRINCE EDWARD ISLAND RAILWAY.

Accidents during period ended March 31, 1914.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine								
2. Jumping on or off trains while in motion								
3. At work on or near the track making up trains								
4. Putting arms or heads out of windows								
5. Coupling cars								
6. Collisions or by trains thrown from track								
7. Struck by engines or cars on highway crossings								
8. Walking, standing, lying, sitting, or being on track								
9. Explosions								
10. Striking bridges								
11. Other causes				18				18
Total				18				18

STATEMENTS OF THE COMPTROLLER AND TREASURER.

No. 1—INTERCOLONIAL RAILWAY.

Capital Account, year ended March 31, 1914.

1913.	Dr.	$ cts.	$ cts.	1913.	Cr.	$ cts.
Mar. 31.	To cost of Intercolonial Railway to date		97,137,807 17	Mar. 31.	By Dominion of Canada	97,137,807 17
	Strengthen bridges	134,582 34				
	To increase accommodation and provide machinery, Halifax	107,485 41				
	Locomotive and car shops with equipment, Moncton	132,170 25				
	Sydney Mines diversion	17,306 93				
	Diversion of line and branch at wharf, Chatham	45,271 77				
	Increase accommodation at Truro	91,008 50				
	Surveys and inspection	40,000 00				
	Increase accommodation at Ste. Flavie	10,923 83				
	Improvements at Point Tupper	69,842 64				
	Increase accommodation at Fredericton	19,990 68				
	Improvements at Sussex	30,454 48				
	Spur line to Wallace Harbour	168 61				
	Increase accommodation at Mulgrave	14,204 95				
	Rolling stock	993,380 18				
	Improve triple valves of air brakes	7,150 00				
	General protection of highways	33,532 52				
	Diversion of line between Nelson and Derby Junction	22,055 21				
	Increase accommodation and facilities along the line	128,203 83				
	Increase water supply	23,851 32				
	Spur line to Courtney Bay, St. John	1,257 35				
	New terminal facilities, Halifax	1,033,834 40				
	Spur line, Pugwash	58,000 00				
	Double tracking, Chaudiere Curve to St. Romuald	43,098 75				
	New station, Bathurst	9,611 61				
	Furnishings for office building, Moncton	2,499 66				
	Docks and wharves, Halifax	308,769 28				
	Improvements at Levis	58,025 18				
	Elimination of level crossings and grades, Moncton	25,949 49				
	Increase accommodation at St. John	20,000 00				
	Increase accommodation at Riviere du Loup	42 32				
	Diversion of line between North Sydney and Leitches Creek	33,080 32				
	Installation of block system in connection with operation	55,183 98				

Installation of telephone system in connection with operation		39,270 66				
Installation of cork roofing at Moncton		143 69				
Electrical equipment for charging electric lighted cars, Halifax		1,807 00				
Provide new car ferry and dock for same, Mulgrave		1,689 67				
Additional facilities at Riviere du Loup		171 63				
Safety appliances for equipment		17,289 38				
Original construction		35 37				
Towards the construction of a railway from a point at or near Dartmouth in the County of Halifax, via Musquodoboit to Deans Settlement in the said County		700,656 69				
Cr.						
By additional sidings and spur line—				1914.		
Previous year's expenditure	$ 305 20					
Previous year's expenditure (sale of bridge)	2,000 00	2,305 20	4,329,694 68	Mar. 31.	By Dominion of Canada	4,329,694 68
			101,467,501 85			101,467,501 85

S. L. SHANNON,
Comptroller and Treasurer.

E. & O.E., Moncton, N.B.

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE Account, year ended March 31, 1914.

Working Expenses.	$ cts.	$ cts.	Earnings.	$ cts.
Maintenance of Way and Structures		2,183,377 89	Passenger earnings	3,674,878 75
Maintenance of Equipment	2,623,125 92		Freight earnings	8,469,590 33
Add surplus for year transferred to Renewal of Equipment and debited to this Account	179,362 78	2,802,488 70	Mail and Express earnings	549,865 09
Traffic expenses		2,883,268 01	Miscellan. earnings	184,214 83
Transportation expenses		7,287,862 46		
General expenses		310,251 94		
		12,867,249 00		
Balance	190,662 78			
Less surplus transferred to renewal of Equipment Account	179,362 78	11,300 00		
		12,878,549 00		12,878,549 00

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures, year ended March 31, 1914.

	$ cts.
No. 1. Superintendence	109,758 91
" 2. Ballast	88,866 78
" 3. Ties	279,719 43
" 4. Rails	178,024 46
" 5. Other Track material	127,445 62
" 6. Roadway and Track	757,218 54
" 7. Removal of snow, sand and ice	125,210 73
" 9. Bridges, trestles and culverts	66,498 47
" 10. Over and under grade crossings	2,142 12
" 11. Grade crossings, fences, cattle guards and signs	48,739 58
" 12. Snow and sand fences, and snow sheds	5,953 81
" 13. Signals and interlocking plants	9,672 03
" 14. Telegraph and telephone lines	4,520 87
" 16. Buildings, fixtures and grounds	285,509 31
" 17. Docks and wharves	36,214 23
" 18. Roadway tools and supplies	18,540 08
" 22. Injuries to persons	2,193 53
" 23. Stationery and printing	12,338 98
" 25. Other expenses	238 87
" 26. Maintaining joint tracks, yards and other facilities. Dr.	32,488 61
Cr.	2,191,321 96
" 27. Maintaining joint tracks, yards, and facilities. Cr.	7,944 07
	2,183,377 89

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment, year ended March 31, 1914.

		$ cts.
No. 28.	Superintendence	78,021 45
" 29.	Steam locomotives—Repairs	890,397 89
" 30.	Steam locomotives—Renewals	213 050 13
" 35.	Passenger train cars—Repairs	317,607 50
" 36.	Passenger train cars—Renewals	106,524 99
" 38.	Freight train cars—Repairs	860,932 92
" 39.	Freight train cars—Renewals	159,787 66
" 44.	Floating equipment—Repairs	6,646 21
" 47.	Shop machinery and tools	51,961 60
" 49.	Injuries to persons	2,191 92
" 50.	Stationery and printing	15,037 21
" 51.	Maintaining joint equipment at terminals—Dr	6,264 84
" 52.	Other expenses	35,932 60
" 53.	Work equipment—Repairs	41,807 12
" 54.	Work equipment—Renewals	16,324 66
		2,802,488 70

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

TRAFFIC Expenses, year ended March 31, 1914.

		$ cts.
No. 57	Superintendence	63,304 55
" 58	Outside Agencies	119,724 73
" 59	Advertising	48,632 03
" 60	Stationery and Printing	46,873 05
" 61	Traffic Associations	4,125 84
" 65	Other Expenses	607 81
		$283,268 01

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

No. 6.—INTERCOLONIAL RAILWAY.

TRANSPORTATION Expenses, year ended March 31, 1914.

		$ cts.
No. 66	Superintendence	91,466 97
67	Despatching Trains	202,567 66
68	Station Employees	881,369 27
69	Weighing and Car Service Associations	1,528 10
72	Station Supplies and Expenses	120,611 67
73	Yardmasters and their Clerks	53,334 50
74	Yard Conductors and Brakeman	209,156 11
75	Yard Switch and Signal Tenders	16,774 43
76	Yard Supplies and Expenses	22,303 54
77	Yard Engineman	182,696 13
78	Engine House Expenses—Yard	44,509 73
79	Fuel for Yard Locomotives	255,913 62
80	Water for Yard Locomotives	12,339 12
81	Lubricants for Yard Locomotives	3,210 00
82	Other Supplies for Yard Locomotives	2,257 21
83	Operating Joint Yards and Terminals—Dr.	133,530 65
86	Road Enginemen	791,114 37
87	Engine House Expenses—Road	340,801 71
88	Fuel for Road Locomotives	2,279,326 67
89	Water for Road Locomotives	64,691 66
90	Lubricants for Road Locomotives	32,157 61
91	Other Supplies for Road Locomotives	19,777 83
94	Road Trainmen	920,660 53
95	Train Supplies and Expenses	243,523 32
96	Interlocking, Block and other Signals—Operation	12,496 94
97	Crossing Flagmen and Gatemen	20,232 33
98	Drawbridge Operation	3,478 02
99	Clearing Wrecks	36,954 09
100	Telegraph and Telephone—Operation	15,288 78
101	Operating Floating Equipment	58,420 80
103	Stationery and Printing	77,156 73
105	Other Expenses	49,875 54
106	Loss and Damage—Freight	84,431 47
107	Loss and Damage—Baggage	737 62
108	Damage to Property	20,485 26
109	Damage to Stock on Right of Way	3,444 10
110	Injuries to Persons	18,597 10
111	Operating Joint Tracks.—Dr.	13,623 45
		$ 7,340,844 64
	Cr.	
No. 84	Operating Joint Yards and Terminals.—CR.	52,982 18
		$ 7,287,862 46

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL Expenses, year ended March 31, 1914.

		$ cts.
No. 113	Salaries and Expenses of General Officers	34,353 42
114	Salaries and Expenses of Clerks and Attendants	127,685 30
115	General Office Supplies and Expenses	5,012 40
116	Law Expenses	11,915 29
118	Relief Department Expenses	9,400 00
119	Pensions	94,355 36
120	Stationery and Printing	21,249 47
121	Other Expenses	6,100 70
		$ 310,251 94

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL Stores Account, year ended March 31, 1914.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To balance, March 31, 1913		1,465,157 78	By issues during year ended March 31, 1914	4,876,542 99	
Purchases during year ended March 31, 1914	5,341,493 52		Sales of material, fuel, etc	93,000 65	
Charges from other departments	549,758 12		Sales old material	313,590 11	
Labour	62,798 84				5,283,133 75
Staff	43,807 57				
		5,997,858 05	Balance—		
			Ordinary stores including fuel	1,380,126 64	
			Roadway and bridge material	799,755 44	
					2,179,882 08
		7,463,015 83			7,463,015 83

C. J. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

March 31, 1914.

No. 9—INTERCOLONIAL RAILWAY.

General Balance, year ended March 31, 1914.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash	6 20		By Dominion of Canada	5,467,328 29	
General Stores	2,179,882 08		Intercolonial and Prince Edward Island Railways Employees Provident Fund	389,221 76	
Station Agents	193,262 58		Freight in Transit Account		
Receiver General, Provident Fund Account	1,184,437 31		Rail Renewal Account	236,582 79	
Auditors Suspense Account	133,982 08		Fire Renewal Account, (Buildings, Fixtures and Grounds)	156,272 96	
Cash in Transit Account	27,426 15				6,249,405 80
Commissary Account	35,060 72				
Unclaimed Freight	1,300 16				
Loss and Damage—Freight Suspense Account	16,864 12				
Rail Loan Account	23,647 23				
Equipment Renewal Account	823,265 69		By Individuals and Companies Ledger		
Expenditure for Road and Equipment Suspense Account, Campbellton	4,800 00		Acadia Sugar Refinery Co	1,586 30	
Expenditure for Road and Equipment—Passenger Refrigerator Cars	3,389 46		Amherst Malleable Iron Company	40 42	
Expenditure for Road and Equipment—Rolling Stock, Suspense	1,000,871 70		Beersville Railway & Coal Company	216 20	
Freight in Transit Account	3,628 84		J. Harvey Brownell	72 72	
		5,631,824 32	Canadian Express Company	901 76	
			Cumberland Railway and Coal Company	169 00	
			Chatham Railway	0 07	
To Individuals and Companies Ledger—			Canadian Oil Companies	86 35	
Atlantic Coast Line	132 19		Customs Department	5 42	
Armour Car Lines	25 78		Colonial Granite Company	57 50	
H. & A. Allan	696 12		Cornwall and York Cotton Mills Company	114 78	
Aulac Station	16 76		Canadian Car and Foundry Company	2,987 81	
Atlantic & Lake Superior Railway	1,414 03		John J. Campbell	247 45	
Atlanta, Birmingham and Atlantic Railway	52 61		Coldbrook Realty and Development Company	1,155 62	
American Refrigerator Transit Company	27 16		Colonial Coal Company	1,361 21	
Atchison, Topeka and Santa Fe Railway	7 46		Coldbrook Excelsior Works	238 76	
Ann Arbor Railway	30 56		Dubs and Company	98 63	
Alabama Great Southern Railway	42 08		Department of Agriculture	21 04	
Steamship "Amelia"	0 70		Dominion Iron and Steel Company	471 04	
Austin Lumber Company	272 46		W. H. Duffy	288 85	
Atlantic Sugar Refining Company	118 11		Elmsdale Company	1,190 18	
Arizona Eastern Railway	10 02		T. E. Fernald and Company	223 50	
Boston and Maine Railway	514 23		Finch, Pyuyn & Company	11,581 50	
Baltimore and Ohio Railway	326 94		W. A. Fraser	96 00	
Boston and Albany Railway	16 43		Grand Lake Lumber Company	383 00	
			General Storekeeper	43 70	
			H. J. Garson and Company	253 34	
			L. Goodspeed and Son	207 44	
Carried forward	3,703 64	5,631,824 32	Carried forward	24,099 59	6,249,405 80

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL Balance, year ended March 31, 1914.—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	3,703 64	5,631,824 32	Brought forward	24,099 59	6,249,405 80
To Bangor and Aroostook Railway	7 06				
Buffalo, Rochester and Pittsburg Railway	158 50				
Bessemer and Lake Erie Railway	1 49		By Abner Gordon	161 79	
Bay of Quinte Railway	3 02		General Car and Machinery Works	833 70	
Caraquet Railway	13,775 97		Charles and Davidson Hill	359 81	
Cape Breton Railway	334 10		T. A. Hurley	168 09	
Canadian Pacific Railway (General)	44,491 58		Havelock Mineral Springs Company	221 72	
Charlottetown Steam Navigation Company	43 50		E. W. Hewrtley	174 04	
Canadian Pacific Railway (New Brunswick Division)	7,908 91		Imperial Oil Company (Siding Account, New Glasgow)	262 43	
Central Vermont Railway	254 36		Imperial Oil Company (Siding Account, Campbellton)	152 59	
Canada Iron Corporation	1,473 78		Iron Rock Crushed Stone Company	3 08	
Canadian Northern Railway System	2,931 23		International Harvester Company	193 10	
Cincinnati, Hamilton and Dayton Railway	15 85		Johnson and McDonald	452 85	
Cleveland, Cincinnati, Chicago and St. Louis Railway	1,100 40		J. A. Kirkpatrick	248 50	
Chicago, Milwaukee and St. Paul Railway	87 93		London Guarantee and Accident Company	80	
Chicago, St. Paul, Minneapolis and Omaha Railway	56 45		LeB. D. Lockhart	144 24	
Cincinnati Northern Railway	63 93		W. S. Loggie and Company	59 77	
Chicago and North Western Railway	202 41		J. A. Likely	1,724 34	
Canada Railway News Company	9 09		La Cie Industrialle de Rimouski	489 42	
Chicago and Alton Railway	429 60		P. Lyall and Son, Construction Company	432 93	
Cincinnati, New Orleans and Texas Pacific Railway	34 00		La Compagnie de Fonderie and Machinery	149 00	
Chicago, Rock Island and Gulf Railway	2 38		Minude Coal Company	1 30	
Chicago, Burlington and Quincy Railway	31 58		Nap. Mercier	11 50	
Chicago Refrigerator Despatch Line	5 22		W. H. Miller	154 00	
Central Railroad of New Jersey	47 85		Miramichi Lumber Company	185 67	
Chesapeake and Ohio Railway	62 41		Montreal Locomotive Works	40 00	
Choctaw, Oklahoma and Gulf Railway	16 00		R. W. Mayer	1 00	
Colorado and Southern Railway	0 82		F. M. Murray	158 27	
Cudahy Refrigerator Line	1 66		Mapleleaf Lumber Company	95 22	
Chicago and Eastern Illinois Railway	131 21		D. H. McKay	60 07	
Canadian Locomotive Company	197 52		W. A. McKay and Company	138 00	
City of Moncton	75 00		McLean Milling Company	505 08	
Cavicchi and Pagano	119 45		Dan McNeil and Sons	378 97	
Chicago, New York and Boston Refrigerator Company	19 61		H. E. McArthur	198 10	
Chicago, Indianapolis and Louisville Railway	30 30		J. M. McGrath	333 14	
			New Brunswick Telephone Company	14 62	
			Nova Scotia Carriage and Motor Car Company	117 48	

Chicago, Cincinnati and Louisville Railway	1 26	
Chicago, Indiana and Southern Railway	55 15	
Central New England Railway	0 22	
Colchester Coal and Railway Company	369 35	
Chicago, Rock Island and Pacific Railway	292 41	
Chicago Great Western Railway	227 68	
J. H. Corbett	50 61	
Chicago, Peoria and St. Louis Railway	11 55	
Coal Blast Transportation Company	2 77	
Colorado Southern, New Orleans and Pacific Railway	9 07	
Copper Crown Company	45 13	
Central of Georgia Railway	25 03	
F. A. Cutting Car Company	5 34	
Charleston and Western Carolina Railway	1 20	
City of St. John	97 40	
Canada and Gulf Terminal Railway	4,893 27	
Chicago Junction Railway	8 70	
Cudahy Milwaukee Refrigerator Line	19 66	
Canada Cement Company	152 00	
Carolina, Clinchfield and Ohio Railway	4 55	
Chicago, Terre Haute and South-eastern Railway	0 30	
Chicago River and Indiana Railway	0 76	
Calumet, Hammond and Southeastern Railway	0 06	
California Despatch Line	0 44	
Cook Construction Company, and Wheaton Brothers	128 44	
Canada Line	3 71	
Canadian Transfer Company	10 00	
Dominion Tar and Chemical Company	4 66	
Department of Justice	3 77	
Department of Public Works	2,656 87	
Department of Marine and Fisheries	81 15	
Department of Militia and Defence	1,250 04	
Dominion Atlantic Railway	7,045 78	
Dominion Coal Company	676 49	
Delaware and Hudson Company	333 91	
Delaware, Lackawanna and Western Railway	65 74	
Duluth South Shore and Atlantic Railway	23 76	
Davison Lumber Company	10 10	
Dominion Express Company	138 10	
Department of Railways and Canals (Stores Account)	28,586 0	
Detroit, Toledo and Ironton Railway	23 80	
Alfred Dickie Lumber Company	86 45	
Denver and Rio Grande Railway	5 09	
Detroit and Toledo Shore Line	10 04	
T. A. S. DeWolfe and Son	128 42	
M. P. and J. T. Davis	40 08	
Carried forward	123,414 17	5,631,824 32

Nova Scotia Clay Works	147 78	
Northfield Coal Company	4 25	
Prince Edward Island Railway	96 26	
Portland Rolling Mills	413 13	
Quebec Construction Company	51 44	
Reed Company Ltd	175 66	
Restigouche Lumber Company	7 10	
Savoie and Company	387 62	
Standard Clay Products	600 25	
Enoch Steeves	194 75	
St. John Station Labour	488 45	
James Stevenson	134 82	
Charles P. Stephen	78 50	
Stephen Brothers	169 32	
Swift and Company (Siding Account)	105 55	
E. Sinclair Lumber Company	255 60	
B. L. Tucker	184 69	
Town of New Glasgow	80 00	
S. E. Vaughan and Company	891 00	
Alex. Watson	356 00	
York and Sunbury Milling Company	43 45	
		37,588 83
By Individuals and Companies—Suspense Ledger:—		
Dominion Iron and Steel Company	299 70	
Department of Railways and Canals	13,664 56	
Frankel Brothers	51 87	
H. J. Garson and Company	0 50	
National Transcontinental Railway	302 11	
Nova Scotia Car Works	930 17	
O'Brien, Doheny Company	663 36	
Portland Rolling Mills	296 25	
		16,208 52
By Traffic Ledger:—		
Atchison, Topeka and Sante Fe Railway	442 62	
Boston and Maine Railroad	2,758 23	
Boston and Albany Railway	23 39	
Canadian Northern Railway	1,006 91	
Chicago, Rock Island and Pacific Railway	270 92	
Chicago, Burlington and Quincy Railway	542 56	
Chicago Great Western Railway	605 54	
Chicago, Milwaukee and St. Paul Railway	3,703 15	
Cleveland, Cincinnati, Chicago and St. Louis Railway	7 44	
William Cuthbertson	25 98	
Carried forward	9,386 74	6,303,203 15

No. 9.—INTERCOLONIAL RAILWAY.

General Balance, year ended March 31, 1914.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	125,414 17	5,631,824 32	Brought forward	9,386 74	6,303,203 15
To Department of Labour and Commerce, U.S.A.	10 70		By Duluth South Shore and Atlantic Railway	67 93	
Department of Naval Service	238 53		Furness, Withy and Company	92 34	
Duluth, Winnipeg and Pacific Railway	6 84		Great Northern Railway	3,633 08	
Erie Railway	326 92		Grand Trunk Pacific Railway	1,491 61	
Eastern Steamship Company	7 14		Halifax and South Western Railway	144 95	
Elgin, Joliet and Eastern Railway	82 79		J. F. Healy	8 50	
Captain J. A. Farquhar	9 60		Illinois Central Railway	1,633 89	
Fort Worth and Denver City Railway	2 49		Interprovincial Navigation Company	13 80	
Fredericton and Grand Lake Railway	739 05		Maine Central Railway	5,785 52	
Grand Trunk Railway	25,375 80		Minneapolis, St. Paul and Sault Ste. Marie Railway	727 33	
Galena Signal Oil Company	619 85		Northern Pacific Railway	1,262 74	
Green Bay and Western Railway	3 44		New York Central and Hudson River Railway	63 78	
Galveston, Harrisburg and San Antonio Railway	4 32		New York, New Haven and Hartford Railway	430 88	
Gulf Colorado and Santa Fe Railway	64		Pennsylvania Railroad	91 54	
Great Northern Railway Line	158 28		Pickford and Black	404 80	
Georgia Southern and Florida Railway	7 77		Quebec Central Railway	89 46	
Grand Trunk Railway—Suspense	98 75		Salisbury and Albert Railway	19 42	
Grand Rapids and Indiana Railway	20 62		Temiskaming and Northern Ontario Railway	96 01	
Georgia and Florida Railway	1 98		Toronto, Hamilton and Buffalo Railway	8 62	
Gulf and Ship Island Railway	3 99		Wabash Railroad	255 95	
Gilmore and Pittsburg Railway	2 35				25,708 89
Gray, Smith and Baird	34 00		By Car Service Ledger:—		
Norton Griffiths Dredging Company	774 50		Cleveland Cliffs Iron Company	27 08	
Georgia Southwestern and Gulf Railway	28		Evansville, Suburban and Newburgh Railway	1 50	
Halifax and South Western Railway	131,296 24		Kansas Southern and Gulf Railway	90	
Hampton and St. Martin's Railway	415 78		New York Central Lines	16 20	
Hocking Valley Railway	16 78		New Orleans, Mobile and Chicago Railway	2 80	
W. C. Hunter	300 00		National Transcontinental Railway	150 00	
Houston and Texas Central Railway	4 59		Piedmont Railway	4 05	
Hood's Quarry Company	81 78				202 53
Hibbard Construction Company	85 65		By Rents Ledger:—		
Illinois Central Railway	267 23		Canada Railway News Company	833 25	
Imperial Oil Company	75 38		T. B. Cochrane	3 52	
Indiana Harbour Railway	376 70		Dominion Express Company	6 25	
Idaho and Wahington Northern Railway	2 24		Dos. L. LeBlanc	20	
Kent Northern Railway	6,795 44		Calder, Fraser and Company	1 00	
Kansas City, Mexico and Orient Railway	10 78				
Kansas City Southern Railway	28 39				
Kingan Refrigerator Line	11 46				
Londonderry Iron and Mining Company	21,370 37				
Lehigh Valley Railway	42 64				

a Western Railway	4 81	
le and Nashville Railway	29 23	
Lake Shore and Michigan Southern Railway	2,100 82	
Long Island Railway	2 00	
Lake Erie and Western Railway	297 13	
R. S. Low	96 10	
Lotbiniére Lumber Company	3 25	
Moncton and Buctouche Railway	2,054 81	
Michigan Central Railway	724 56	
Maine Central Railway	36 22	
John Murphy	11 45	
Montmagny Light and Pulp Company	756 09	
Thomas Malcolm	4,925 48	
Merchants Despatch Transportation Company	10 75	
Missouri Pacific Railway	49 95	
Minneapolis, St. Paul and Sault Ste. Marie Railway	61 19	
Missouri, Kansas and Texas Railway	91 34	
Maritime Coal, Railway and Power Company	3 30	
Maryland and Pennsylvania Railway	06	
Metropolitan Steamship Company	31 88	
Miramichi Quarry Company	1 75	
Morgan's Louisiana and Texas Railway	1 07	
Mather Stock Car Company	20 85	
Minneapolis and St. Louis Railway	203 09	
Mobile and Ohio Railway	120 37	
Millerton Station	333 73	
Moncton Construction Company	901 41	
Roger Miller and Sons	236 00	
J. Mattatall and Sons	14 85	
A. McPherson and Son	16 15	
H. F. McDougall	308 46	
Reid McManus	10 00	
Nelson McDougall	75 00	
J. J. McDonald Estate	15 69	
New Brunswick Coal and Railway Company	20 38	
New York Central and Hudson River Railway	1,530 02	
Newfoundland Railway	358 02	
New York, New Haven and Hartford Railway	502 96	
New York, Chicago and St. Louis Railway	181 03	
Nova Scotia Steel and Coal Company	10,227 59	
New Brunswick and Prince Edward Island Railway	9,466 00	
Northern Pacific Railway	9 93	
National Despatch—Great Eastern Line	98 25	
Northern Central Railway	4 06	
Norfolk and Western Railway	142 35	
New Orleans and Northeastern Railway	1 37	
New York, Ontario and Western Railway	1 20	
Carried forward	351,218 25	5,631,824 32

	Atlantic Sugar Refining Company	1 00	
	George Lovett	1 25	
	G. L. Tullock	1 00	
	Colonial Coal Company	5 00	
	D. Chisholm	5 00	
	Alfred Blake	20 00	
	Mrs. P. Hessian	1 00	
			878 47
By	Advances:—		
	Moncton Carpet and Furniture Company	15 50	
			15 50
	Carried forward		6,330,008 54

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL Balance, year ended March 31, 1914.—*Continued.*

DR.	$ c.	$ c.	CR.	$ cts.	$ cts.
Brought forward	351,218 25	5,631,824 32	Brought forward		6,330,008 54
To Nova Scotia Construction Company	942 99				
National Labour Congress	446 40				
North Shore Line	13 50				
Norfolk Southern Railway	5 38				
New York, Susquehanna and Western Railway	23				
Norwood and St. Lawrence Railway	6 20				
Northern New Brunswick and Seaboard Railway	408 62				
New Brunswick Cold Storage Company	119 75				
New Brunswick Pulp and Paper Company	20 35				
Nashville, Chattanooga and St. Louis Railway	33 77				
New Orleans, Mobile and Chicago Railway	9 29				
New Orleans, Texas and Mexico Railway	8 51				
Nova Scotia Car Works	20 69				
National Railways of Mexico	975 05				
Oregon-Washington Railway and Navigation Company	1 84				
Oregon Short Line Railway	12 32				
O'Brien, Doheny Company	130 00				
Post Office Department	81,831 14				
Pictou Station Labour	200 00				
Pennsylvania Railroad	318 80				
Price Brothers	1,336 02				
Pittsburg, Cincinnati, Chicago and St. Louis Railway	46 47				
Pennsylvania Company	443 19				
Pere Marquette Railway	276 38				
Pittsburgh and Lake Erie Railway	167 09				
Philadelphia and Reading Railway	104 76				
Philadelphia, Baltimore and Washington Railway	86				
Pickford and Black	162 99				
Pittsburgh, Shawmut and Northern Railway	15 10				
Pirie and Sinkevitz	13 55				
F. Puddington	40 92				
Pacific Fruit Express	1 94				
Peerless Transit Line	6 07				
Phillips, Mutch and McLean	6 15				
Quebec Central Railway	7,196 93				
Quebec, Montreal and Southern Railway	118 50				
Quebec and Lake St. John Railway	70 67				

Quebec Contracting Company	701	40	
Rutland Railroad	27	22	
Ryan and MacDonnell	2,736	29	
Rockingham Station	3	00	
Robert Reford and Company	3	32	
Railway Automatic Car Company	61	40	
Renous Bridge Lumber Company	47	78	
E. R. Reid	13	50	
Swift Refrigerator Line	14	60	
Sackville Station	65	97	
Salisbury and Harvey Railway	69,629	11	
Southern Pacific Railway	12	17	
Southern Railway	508	75	
St. Wenceslas Station	7	77	
John Simon	3	00	
Seaboard Air Line	6	00	
St. Louis and San Francisco Railway	924	48	
St. Louis, Iron Mountain and Southern Railway	10	75	
St. Louis Southwestern Railway	3	17	
St. Joseph and Grand Island Railway	3	84	
St. Monique Station	10	00	
Santa Fe Refrigerator Despatch	89	86	
J. B. Sangster	4	59	
Sussex Station	25	00	
San Antonio and Aransas Pass Railway	1	21	
Shippers Refrigerator Car Company		34	
Sandusky Grain Company	1	30	
St. John and Quebec Railway	10,362	88	
C. E. Smith	313	50	
Soper and McDougall	351	64	
A. A. Sutherland	193	29	
Sydney Lumber Company	27	64	
St. Lawrence Pulp and Paper Company		46	
Temiscouata Railway	16	22	
Texas and Pacific Railway	20	58	
Toronto, Hamilton and Buffalo Railway	1	75	
Transcontinental Railway	8,045	01	
Toledo, St. Louis and Western Railway	37	85	
Toledo and Ohio Central Railway	4	28	
Toledo, Peoria and Western Railway	2	54	
Texas and New Orleans Railway	4	13	
D. Tremblay	123	29	
F. M. Tweedie	49	90	
Toronto Construction Company	429	75	
Temiskaming and Northern Ontario Railway	71	94	
Trinity and Brazos Valley Railway	27	18	
Tennessee Central Railway	1	59	
Tremont and Gulf Railway	15	11	
Terminal Railroad Association of St. Louis		09	
Carried forward	541,737	11	5,631,824 32

Carried forward	6,330,008 54

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL Balance, year ended March 31, 1914.—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	
Brought forward	541,737 11	5,631,824 32	Brought forward	6,330,008 54
To Truro Engineering Works	473 31			
Vandalia Railroad	36			
Vicksburg, Shreveport, and Pacific Railway	5 06			
Union Pacific Railway	34 74			
Virginian Railroad	2 03			
Union Tank Line	41			
Francois Vaillancourt	34 20			
Wabash Railway	459 11			
A. N. Whitman and Son	75 00			
E. A. Wallberg	2 97			
Wallace Stone Quarry Company	25 34			
Wabash-Pittsburg Terminal Railway	11 55			
Western Maryland Railway	14 24			
Washington Southern Railway	6 00			
Robert Wilson	110 15			
White City Refrigerator Despatch	1 30			
Wichita Falls and North Western Railway	11 27			
Western Pacific Railway	3 28			
Wisconsin and Michigan Railway	2 04			
Zanesville and Western Railway	15 85			
		543,025 32		
To Individuals and Companies—Suspense Ledger:				
Cash Sales—General Storekeeper	82 01			
Canada and Gulf Terminal Railway	1 38			
Nova Scotia Construction Company	930 17			
Prince Edward Island Railway	221 22			
Wentworth Gypsum Company	18 00			
		1,252 78		
To Traffic Ledger:				
H. & A. Allan	638 78			
Canadian Pacific Railway	41,119 43			
Cunard Steamship Line	98 74			
Dominion Steamship Line	105 19			
Dominion Coal Company	26,387 27			
Department of Militia and Defence	0 97			
Department Labour and Commerce, U.S.A.	6 65			
Department of Agriculture, Province of New Brunswick	20 00			

Department of Agriculture, Province of Nova Scotia	10 00	
Grand Trunk Railway	45,512 08	
General Transatlantique Company	4 95	
Hamburg-American Line	1,099 38	
A. G. Jones and Company	9 50	
Northern New Brunswick and Seaboard Railway	3,464 46	
Prince Edward Island Railway	546 66	
Reid Newfoundland Railway	22,573 69	
Robert Reford Company	82 44	
Salvation Army	581 54	
Uranium Steamship Company	2,107 07	
		144,368 80
To Car Service Ledger:—		
Acadia Coal Company	7 50	
Albany and Hudson Railway	4 25	
Aberdeen and Rockfish Railway	5 40	
Atlantic and Western Railway	3 60	
Atlanta and St. Andrews Bay Railway	7 20	
Arkansas South Eastern Railway	9 45	
Boyne City, Gaylord and Alpena Railway	18 00	
Brinson Railway	7 65	
Chicago, Cincinnati and Louisville Railway	137 25	
Central Indiana Railway	0 05	
Cincinnati, Georgetown and Portsmouth Railway	17 55	
Cincinnati, Bluffton and Chicago Railway	3 15	
Columbus and Southern Railway	1 60	
Canada and Gulf Terminal Railway	964 05	
Chicago and Wabash Valley Railway	4 50	
Cape Girardeau Northern Railway	1 35	
Dominion Atlantic Railway	21 00	
Durham and South Carolina Railway	1 80	
Dayton, Lebanon and Cincinnati Railway	2 25	
East Carolina Railway	4 20	
Fernwood and Gulf Railway	0 45	
Genessee and Wyoming Railway	14 40	
Greenville and Knoxville Railway	1 35	
Halifax and South Western Railway	23 00	
Jamestown, Chautauqua and Lake Erie Railway	45 50	
Jamestown, Westfield and Northwestern Railway	4 95	
Kansas City, Mexico and Orient Railway	6 90	
Kanawha and West Virginia Railway	3 60	
Lehigh and New England Railway	1 80	
Lorain, Ashland and Southern Railway	13 80	
Muscatine North and South Railway	8 55	
Missouri, Oklahoma and Gulf Railway	42 30	
Missouri and North Arkansas Railway	49 05	
Carried forward	1,437 45	6,320,471 22

Carried forward		6,330,008 54

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL Balance, year ended March 31, 1914.—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	1,437 45	6,320,471 22	Brought forward		6,330,008 54
To New York, Susquehanna and Western Railway	4 05				
New Orleans and Great Northern Railway	6 75				
Northern New Brunswick and Seaboard Railway	467 55				
New Jersey and Pennsylvania Railway	13 95				
Pittsburg, Shawmut and Northern Railway	26 10				
Potato Creek Railway	5 40				
Pittsburg and Susquehanna Railway	4 05				
Register and Glenville Railway	1 75				
Randolph and Cumberland Railway	6 90				
St. Joseph Valley Railway	0 45				
St. Louis, Brownsville and Mexico Railway	2 70				
Savannah and Statesboro Railway	4 20				
Sandersville Railway	2 80				
Sydney and Louisburg Railway	859 35				
Stuttgart and Rice Belt Railway	1 40				
Temiscouata Railway	23 00				
Temiskaming and Northern Ontario Railway	23 40				
Union Railroad	31 95				
Valdosta, Moultrie and Western Railway	1 35				
Wheeling and Lake Erie Railway	90				
White River Railroad	8 10				
Williamsport and North Branch Railroad	10 80				
		2,944 35			
To Rents Ledger:					
Canadian Express Company	5 00				
Charles A. Elder	0 03				
Miramichi Steam Navigation Company	25 00				
Newfoundland Railway	1,166 66				
Post Office Department	6 25				
Oliver McGinnis	0 17				
R. McDonald	5 67				
George Scott	17 01				
Canadian Express Company	6 25				
J. M. O'Brien	12 50				
E. Tiffin	26 50				
Edmund White	5 00				
Wm. Barrie	53 67				
Canadian Pacific Railway	20 83				
Canadian Pacific Railway	645 80				
Canadian Express Company	0 02				

Steamship *Granville*	25 00	
Mrs. Ryan	70 00	
Canadian Express Company	0 48	
Miramichi Steam Navigation Company	210 00	
Albert Gunn	84 00	
James Elliott	208 00	
Joseph Cote	26 00	
David Rouleau	8 00	
Emelie St. Laurent	221 00	
Malcolm Samson	2 00	
C. Vellieux	36 00	
N. Lamontagne	7 50	
Dame C. W. Carrier	252 00	
Olivier Gingras	63 00	
Misses Camire	12 00	
Maurice Camire	11 00	
Mrs. J. Atkinson	105 00	
Mrs. L. Roberge	112 00	
James Cloutier	42 00	
George Cloutier	42 00	
Frank Cloutier	4 50	
A. Begin	208 00	
Jean Lemothe	54 00	
Corporation of Seminary of Rimouski	2 00	
Hiram D. McLean	1 00	
Hiram D. McLean	10 00	
Nathaniel W. Pushie	15 00	
Miramichi Lumber Company	30 00	
Robert F. Barclay	5 00	
James Comeau	20 80	
George A. Mason	10 00	
Arthur S. Comeau	5 00	
Town of Fraserville	1 00	
City of Sydney	1 00	
Mills Eveleigh Company, Ltd	5 00	
Spencer Brothers and Turner	5 00	
Department of Public Works of Canada	1 84	
Dominion Iron and Steel Company	130 00	
Mapleleaf Telephone Company	2 00	
J. A. R. Weir	11 00	
Mrs. Agnes Weir	2 00	
Thomas Sharp	3 00	
Henry O'Leary	4 00	
Mrs. Charles Gallagher	1 00	
E. S. Vye	0 25	
James Sproull	1 00	
Robert O'Leary	4 00	
Thomas Robinson	2 00	
Estate of Mrs. Desmond	4 00	
Carried forward	4,076 73	6,323,415 57

Carried forward		6,330,008 54

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL Balance, year ended March 31, 1914.—*Concluded.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	4,076 73	6,323,415 57	Brought forward		6,330,008 54
To Estate of Mrs. J. Williams	4 00				
Malcolm Patterson	4 00				
John R. Stewart	1 25				
William Young	8 00				
Charles Richards	4 00				
Estate of Patrick McCourt	1 00				
Municipality of Amqui	1 00				
Estate of D. McEvoy	5 00				
Town of Campbellton	0 25				
James E. Kelly	6 00				
N. Pushie	8 00				
M. McLean	15 00				
James A. Kirkpatrick	2 00				
John Pineault	1 00				
John C. Gass	15 00				
George Stone	15 00				
John Legere	15 00				
J. H. Hickman	5 00				
Wm. Currie	17 00				
LeClaire and D'Aigle	1 00				
D. M. Grant	4 00				
W. F. Napier	4 00				
Chas. Love	2 00				
Town of Dalhousie	1 00				
Nova Scotia Telephone Company	0 42				
H. F. McDougall	5 00				
Norman C. McKay	1 00				
W. R. Steeves	0 79				
G. W. White	3 75				
James H. Adams	2 00				
George Cooper and J. P. Cunningham	12 50				
Robert Crawford	4 00				
B. N. T. Underhill	4 00				
Archibald Fraser	1 00				
H. McC. Hart	30 00				
Thomas Belanger	3 00				
Trustees of Y. M. C.A., Campbellton	10 00				
Simeon Fortin	2 00				
William R. Wilson	2 00				
Sydney and Louisburg Railway	800 00				
I. B. Shaffner	5 00				

Ralph W. Eastwood	10 00			
Town of Rimouski	6 00			
Town of Fraserville	1 00			
Thomas S. Patillo	1 00			
Earnest O. Dufault	5 00			
		5,125 69		
To Advances:—				
H. M. Stevens	5 06			
A. R. Smith	20 00			
A. M. McLellan	16 65			
T. W. Butler	500 00			
R. W. Hewson	765 00			
W. C. Chalmers	30 00			
H. J. McGrath	23 05			
J. K. McGrath	50 00			
C. Coulombe	57 52			
		1,467 28		
		6,330,008 54		6,330,008 54

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 10—INTERCOLONIAL RAILWAY.

STATEMENT of Receipts and Expenses. Year ended March 31, 1914.

Expenses.			Receipts.	
		$ cts.		$ cts.
Maintenance of Way and Structures		1,973,377 89	Received From Parliamentary appropriations on account of Intercolonial Railway Working Expenses through the Department of Railways and Canals	12,867,249 00
Maintenance of Equipment		2,802,488 70	Balance at credit of Equipment Renewal Account at April 1 1913	1,339 77
Traffic Expenses		283,268 01	Cash received for sale of old rolling stock	30,840 88
Transportation Expenses		7,287,862 46	Cash received for wheels substituted under new locomotives	960 00
General Expenses		310,251 94	Balance at credit of Fire Renewal Account at April 1,1913.	102,763 17
Amount expended for renewal of rolling stock		856,406 34	Balance at credit of Rail Renewal Account at April 1,1913.	228,926 52
Amount expended for renewal of buildings, etc		6,490 21		
Amount expended for renewal of rails, etc		142,343,73		
		13,662,489 28	Balance:—	13,232,079 34
Balance:—				
Rail Renewal Account	236,582 79			
Fire Renewal Account	156,272 96			
		392,855 75	Equipment Renewal Account	823,265 69
		14,055,345 03		14,055,345 03

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

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No. 11.—INTERCOLONIAL RAILWAY.

Equipment Renewal Account.

	$ cts.	$ cts.
On the 1st April 1913, there was a balance to the credit of the Equipment Renewal Account of		1,339.77
During the the ended March 31st 1914, there was credited to the Equipment Renewal Account on account of charges to Working Expenses		479,362.78
Cash received for sale of old rolling stock		30,840.88
Cash received for wheels substituted under new locomotives		960.00
There was charged during the year against the above amount:—		
Cost of placing old locomotives offered for sale	35.16	
640 Box Cars	774,730.00	
100 Platform Cars	107,000.00	
100 Hart Convertable Cars	128,912.00	
20 Conductors Vans	37,600.00	
Cost of inspection of these cars, paid during the year ended March 31st 1914	3,390.80	
Air Brake material supplied Contractors for the construction of the above mentioned cars and cars now under construction	24,816.44	
Amount expended in Moncton Shops on vans under construction	8,129.29	
Material and labour supplied for 50 box cars constructed in Moncton Shop	15,213.04	
Material and Labour changing 19 box to stock cars	1,900.00	
Material and labour for 1 Flanger under construction in Moncton Shop	689.86	
1 Baggage Car	7,500.00	
2 Postal Car	23,120.00	
8 First Class Passenger Cars	132,688.00	
2 Composite First Class and Baggage Cars	32,030.00	
Cost of Inspection of these Cars	1,775.95	
Material and Labour for 3 Colonist Cars constructed in Moncton Shops	11,671.58	
Material and Labour for 20 Box Baggage Cars under construction in Moncton Shops	21,987.69	
Air Brake material supplied Contractors for 3 Baggage Cars	72.90	
Material and Labour supplied for Official Car	2,396.17	
Equipping Sleeping cars, 'Connaught' and 'Ungava' with fan motors	111.24	1,335,769.12
Leaving charged against Equipment Renewal Account on the 31st March 1914		823,365.69

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 12.—INTERCOLONIAL RAILWAY.

Rail Renewal Account.

On April 1, 1913, there was a balance to the credit of Rail Renewal Account of	$	228,926 52
During the year ended March 31, 1914, there was credited to Rail Renewal Account on account of charges to working expenses		150,000 00
		378,926 52
There has been charged during the year against the above amount		142,343 73
Leaving a credit balance to the credit of Rail Renewal Account on March, 31, 1914	$	236,582 79

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 13.—INTERCOLONIAL RAILWAY.

Fire Renewal Account.

On April 1, 1913, there was a balance to the credit of Fire Renewal Account of—	$	102,763 17
During the year ended March 31, 1914, there was credited to Fire Renewal Account on account of charges to working expenses		60,000 00
		162,763 17
There has been charged during the year against the above amount		6,490 21
Leaving a credit balance to the credit of Fire Renewal Account on March 31, 1914	$	156,272 96

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 14.—INTERCOLONIAL RAILWAY.

STATEMENT of cash received. Year ended March 31, 1914.

To Balance on hand at April 1, 1913			$43 05	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1914	$15,671,117 67
Amounts received during the year and credited as follows:—				Leaving a balance on hand at March 31, 1914, made up as follows:—	
Station Agents	9,400,184 08			Vouchers	5 26
Traffic Ledger	3,458,831 26			Change	94
Car Service Ledger	426,918 59				6 20
Individuals and Companies Ledger	1,448,908 17				
General Ledger	912,686 95				
Rents Ledger	23,551 77				
		15,671,080 82			
		$15,671,123 87			$15,671,123 87

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

STATEMENT of Averages. Year ended March 31, 1914.

Mileage of Railway		1,456.97
Engine Mileage		10,234,923
Total Train Mileage		8,344,470
Total Car Mileage		122,815,218
Ratio of earnings to gross earnings—		Per cent.
Revenue from transportation		98.57
Revenue from operations other than transportation		1.43
Gross earnings per mile of railway	dollars	8,839.27
" engine mile	"	1.43
" train mile	"	1.54
" car mile	cents	10.49
Ratio of expenses to gross earnings		Per cent.
Maintenance of Way & Structures		16.95
Maintenance of Equipment		21.76
Traffic Expenses		2.20
Transportation Expenses		56.59
General Expenses		2.41
Expenses per train mile—		
Maintenance of Way & Structures	cents	26.16
Maintenance of Equipment	"	33.58
Traffic Expenses	"	3.39
Transportation Expenses	"	87.36
General Expenses	"	3.71
Total per train mile	"	154.20
Expenses per mile of railway—		
Maintenance of Way & Structures	dollars	1,498.57
Maintenance of Equipment	"	1,923.51
Traffic Expenses	"	194.42
Transportation Expenses	"	5,002.07
General Expenses	"	212.94
Total per mile of railway	"	8,831.51
Locomotive and car repairs per locomotive and car—		
Locomotives	"	2,294.84
Passenger Cars	"	606.12
Freight Cars	"	64.37

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of principal revenue producing freight carried over the Intercolonial Railway in 1912-1913 and 1913-1914.

Description	Year ended March 31, 1913.	Year ended March 31, 1914.
	Tons.	Tons.
Products of Agriculture—		
Grain	163,273	160,489
Flour	209,499	196,092
Potatoes	47,530	52,688
Hay	79,998	62,872
Apples, fruit and vegetables	37,138	24,561
Other mill products	56,571	54,076
Other products of agriculture	Nil	11,383
Cotton	5,103	6,498
Products of Animals—		
Hogs and horses	9,032	9,586
Sheep and cattle	12,695	15,672
Lambs	1,573	1,749
Dressed meats	12,872	10,899
Poultry and game	691	643
Fish	33,012	34,835
Oysters and clams	2,297	3,423
Wool	2,420	3,042
Hides and leather	9,244	10,189
Other packing house products		37,701
Products of Mines—		
Coal and coke	1,323,096	1,305,047
Ore	78,597	75,861
Sand, stone, etc	227,605	194,126
Salt	10,242	10,082
Slate and granite	5,213	1,709
Phosphate	19,732	19,963
Other products of mines		27,420
Products of Forest—		
Lumber	722,721	748,289
Bark	14,930	14,855
Cordwood	58,114	45,839
Pulpwood	207,802	289,865
Woodpulp	26,358	36,355
Shingles	77,059	65,913
Other forest products	142,876	146,350
Manufactures—		
Petroleum and oils	32,383	26,984
Sugar	66,874	66,785
Iron and steel rails	133,126	143,501
Iron, pig and bloom	88,178	111,335
Wire rods	56,236	19,876
Steel billets	121,747	80,766
Other castings and machinery	70,409	74,059
Bar and sheet metals	104,407	86,922
Brick, lime and cement	142,687	139,702
Agricultural implements	11,559	10,689
Furniture	12,296	13,202
Immigrant effects	8,434	4,031
Miscelleneous	757,840	831,816
	5,203,469	5,287,740

W. H. ESTANO,
Auditor of Traffic.
S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT of Receipts.

Month	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Revenue
	$ cts.	$ cts.	$ cts.	$ cts.
1913—				
April	321,573 20	788,349 36	50,867 21	1,160,789 77
May	315,212 29	745,084 03	38,986 81	1,099,283 13
June	357,833 92	697,847 44	54,114 12	1,109,795 48
July	419,323 63	714,464 24	64,102 37	1,197,890 24
August	422,707 78	702,432 54	51,929 49	1,177,069 81
September	385,727 79	697,961 33	57,555 76	1,141,244 88
October	300,005 84	755,129 54	59,293 69	1,114,429 07
November	232,804 90	749,369 47	65,813 57	1,047,987 94
December	287,563 76	735,623 07	70,973 22	1,094,160 05
1914—				
January	235,515 37	588,483 11	56,324 32	880,322 80
February	181,528 61	576,048 37	52,342 05	809,919 03
March	215,081 66	718,797 83	111,777 31	1,045,656 80
1913-1914	$ 3,674,878 75	$ 8,469,590 33	734,079 92	$12,878,549 00
1912-13	$ 3,438,447 32	$ 8,628,760 13	517,275 24	$11,984,482 69

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

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INTERCOLONIAL RAILWAY.

Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1913—						
April	356,370	77,404,700	134,764	59,217,375	491,134	136,622,075
May	344,792	62,888,343	133,501	60,743,675	478,293	123,632,018
June	315,980	58,538,971	112,272	51,870,146	428,252	110,409,117
July	336,702	52,244,099	119,764	63,987,889	456,466	116,231,988
August	312,663	55,769,161	128,201	65,633,397	440,864	121,402,558
September	315,937	59,250,465	110,870	55,830,385	426,807	115,080,850
October	355,882	58,213,083	124,836	61,647,893	480,718	119,860,976
November	316,798	58,820,344	137,874	68,335,327	454,672	127,155,671
December	300,690	58,739,822	157,540	80,390,572	458,230	139,130,394
1914—						
January	262,690	49,176,650	110,619	45,870,743	373,309	95,047,393
February	266,335	60,990,983	99,945	42,514,373	366,280	103,505,356
March	298,739	55,475,826	133,976	59,188,081	432,715	114,663,907
1913-1914	3,783,578	707,512,447	1,504,162	715,229,856	5,287,740	1,422,742,303
1912-1913	3,913,373	766,076,712	1,290,096	636,390,814	5,203,469	1,402,467,526

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

Passenger Statement.

Month.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1913—						
April	289,608	9,152,644	31,756	10,107,892	321,364	19,260,536
May	297,680	9,906,728	31,898	11,310,252	329,578	21,216,980
June	316,295	12,231,777	34,573	10,491,566	350,868	22,723,343
July	384,319	15,414,316	38,695	8,418,649	423,014	23,832,965
August	423,127	17,082,782	35,503	7,583,512	458,630	24,666,294
September	351,404	13,720,800	40,606	6,823,699	392,010	20,544,499
October	302,692	10,246,139	28,360	5,466,719	331,052	15,712,858
November	252,181	8,025,673	21,820	3,860,128	274,001	11,885,801
December	300,272	10,583,571	25,371	5,556,534	325,643	16,140,105
1914						
January	258,191	7,594,993	23,337	5,711,396	281,528	13,306,389
February	207,435	6,106,474	14,083	3,696,985	221,518	9,803,459
March	254,278	7,357,201	20,027	6,344,866	274,305	13,702,067
1913-14	3,637,482	127,423,098	346,029	85,372,198	3,983,511	212,795,296
1912-13	3,448,411	121,021,370	314,704	73,610,336	3,763,115	194,631,706

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing quantity of the undermentioned articles carried over the Intercolonial Railway during fiscal year ended March 31, 1914.

Article.	Via Montreal.	Via Ste. Rosalie	Via St. John.	For Local Stations.	Totals.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, westbound	1,852	1,419	.....	9,806	13,077
Refined sugar, westbound	8,470	8,813	1,609	24,388	43,280
European freight, westbound via Halifax	10,791	5,813	18,927	29,674	65,205
European freight westbound via St. John	10,496	531	.....	9,506	20,533
European freight, eastbound via Halifax	19,831	9,370	26,849	83,583	139,633
European freight, eastbound via St. John	16,965	710	.....	1,201	18,876
	Bush.		Bush.		Bush.
Grain for shipment via Halifax	724,117	.....	966,800	.....	1,690,917
Grain for shipment via St. John	1,527,000	.....	.....	.....	1,527,000
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh Fish	4,424	2,424	3,435	9,361	19,744
Salt Fish	5,503	1,242	1,657	7,810	16,212
Coal	.....	26	.....	1,237,550	1,237,576

W. H. ESTANO,
Auditor of Traffic.

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY.

DESCRIPTIVE Statement of Freight transported during the year ending March 31, 1914.

Article.	Number.	Tons.
Barrels flour	1,960,920	196,092
Bushels grain	6,419,560	160,489
Live stock	98,207	27,007
Sup. feet lumber	1,008,496,030	1,396,767
Coal and other fuel		1,350,886
Manufactured goods		1,213,108
All other articles		943,391
		5,287,740

W. H. ESTANO,
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S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT of coal shipped over the Intercolonial Railway during the fiscal year ended March 31, 1914.

From	FOR THE WEST. Via St. John.	Via Ste. Rosalie	Via Montreal.	For Local Stations.	Total.
		Tons.		Tons.	Tons.
Stellarton		26		516,657	516,683
Westville				32,783	32,783
New Glasgow				73,684	73,684
Point Tupper				126,808	126,808
North Sydney				53,369	53,369
Sydney Mines				13,724	13,724
Sydney				12,987	12,987
Spring Hill Jct.				183,527	183,527
Maccan				186,466	186,466
Norton				31,990	31,990
Harcourt				1,718	1,718
McGivneys'				3,837	3,837
		26		1,237,550	1,237,576

W. H. ESTANO,
Auditor of Traffic.

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE Account. Year ended March 31, 1914.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	26,486 98	Passenger earnings	19,018 80
Balance	35,030 54	Freight earnings	41,336 45
		Mail earnings	1,162 27
	61,517 52		61,517 52

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1914.

	$ cts.
Superintendence	1,824 60
Ballast	219 49
Ties	4,517 21
Rails	143 06
Other track material	1,406 08
Roadway and track	12,436 14
Removal of snow, sand and ice	435 84
Bridges, trestles and culverts	941 93
Grade crossings, fences, cattle guards and signs	2,098 26
Signals and interlocking plants	5 39
Buildings, fixtures and grounds	2,030 24
Roadway tools and supplies	191 29
Stationery	75 49
Other expenses	161 96
	26,486 98

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL Balance. Year ended March 31, 1914.

DR.	$ cts.	CR.	$ cts.
To stores department	7,000 10	By Dominion of Canada	7,000 10

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

No. 4.—WINDSOR BRANCH RAILWAY.

Months.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1913—				
April	1,053 86	2,715 95	95 68	3,865 49
May	1,320 91	2,706 60	95 68	4,123 19
June	1,437 28	2,433 92	95 68	3,966 88
July	2,127 81	2,719 19	96 91	4,943 91
August	2,092 71	2,594 97	96 90	4,784 58
September	3,120 61	4,632 29	96 91	7,849 81
October	1,795 63	6,426 89	96 91	8,319 43
November	1,435 11	4,831 48	96 90	6,363 49
December	1,799 33	3,526 15	96 91	5,422 39
1914—				
January	967 83	3,383 22	94 46	4,445 51
February	834 18	2,660 16	95 68	3,590 02
March	1,033 54	2,705 63	103 65	3,842 82
	19,018 80	41,336 45	1,162 27	61,517 52

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.

Capital Account. Year ended March 31, 1914.

1913.	Dr	$ cts.	$ cts.	1913.	Cr.	$ cts.
Mar. 31...	To Cost of P. E. I. Railway, to date		8,790,794 06	Mar. 31...	By Dominion of Canada	8,790,794 06
1914.						
Mar. 31...	To Car ferry, etc	117,412 30				
	Increased accommodation and facilities along the line	9,163 30				
	Machinery at Charlottetown	2,951 52		1914.		
	Original construction	5 00				
	Branch line, Harmony to Elmira	42 83	129,574 95	Mar. 31...	By Dominion of Canada	129,574 95
			8,920,369 01			8,920,369 01

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

REVENUE Account. Year ended March 31, 1914.

Expenditure	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	160,334 29	Passenger	183,649 79
Maintenance of equipment	95,622 05	Freight	184,004 11
Traffic expenses	5,943 46	Mails and express	29,120 87
Transportation expenses	292,182 66	Miscellaneous	12,841 97
General expenses	17,332 91		409,616 74
		Balance	161,798 63
	571,415 37		571,415 37

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1914.

		$ cts.
No. 1.	Superintendence	7,593 25
2.	Ballast	6,960 39
3.	Ties	25,387 21
4.	Rails	304 74
5.	Other track material	3,691 24
6.	Roadway and track	67,730 38
7.	Removal of snow, sand and ice	12,192 58
9.	Bridges, trestles and culverts	3,942 29
10.	Over and under grade crossings	0 25
11.	Grade crossings, fences, cattleguards and signs	7,734 82
12.	Snow and sand fences and snowsheds	1,604 60
13.	Signals and interlocking plants	329 87
14.	Telegraph and telephone lines	889 80
16.	Buildings, fixtures and grounds	15,881 74
17.	Docks and wharves	2,965 21
18.	Roadway tools and supplies	2,668 04
23.	Stationery and Printing	442 68
25.	Other expenses	15 20
		160,334 29

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND.

MAINTENANCE of Equipment. Year ended March 31, 1914.

		$ cts.
No. 28.	Superintendence	7,319 03
29.	Steam locomotives, repairs	37,435 91
35.	Passenger train cars, repairs	20,915 22
38.	Freight train cars, repairs	20,123 45
39.	" " renewals	29 50
47.	Shop machinery and tools	3,448 99
49.	Injuries to persons	0 92
50.	Stationery and printing	451 41
52.	Other expenses	4,558 68
53.	Work equipment, repairs	1,338 94
		95,622 05

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND.

TRAFFIC Expenses. Year ended March 31, 1914.

		$ cts.
No. 57.	Superintendence	1,758 13
58.	Outside agencies	3,084 32
59.	Advertising	903 66
60.	Stationery and printing	197 35
		5,943 46

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND.

TRANSPORTATION Expenses. Year ended March 31, 1914.

		$ cts.
No. 66.	Superintendence	6,099 62
67.	Despatching trains	5,153 34
68.	Station employees	70,399 64
72.	Station supplies and expenses	8,392 97
73.	Yardmasters and their clerks	2,794 30
74.	Yard conductors and brakemen	4,330 57
76.	Yard supplies and expenses	93 07
77.	Yard enginemen	7,690 89
78.	Engine-house expenses, yard	639 65
79.	Fuel for yard locomotives	4,855 31
80.	Water for yard locomotives	165 00
81.	Lubricants for yard locomotives	102 63
82.	Other supplies for yard locomotives	105 54
86.	Road enginemen	33,879 69
87.	Engine-house expenses, road	15,176 76
88.	Fuel for road locomotives	57,892 48
89.	Water for road locomotives	2,179 83
90.	Lubricants for road locomotives	1,254 71
91.	Other supplies for road locomotives	1,250 30
94.	Road trainmen	41,448 82
95.	Train supplies and expenses	9,668 08
96.	Interlockers, block and other signals, operation	164 58
97.	Crossing flagmen and gatemen	574 48
98.	Drawbridge operation	641 91
99.	Clearing wrecks	3,225 82
100.	Telegraph and telephone—Operation	3,133 88
101.	Operating floating equipment	243 40
103.	Stationery and printing	9,056 21
105.	Other expenses	42 00
106.	Loss and damage freight	625 78
107.	Loss and damage baggage	75 00
108.	Damage to property	245 40
109.	Damage to stock on right of way	576 00
110.	Injuries to persons	5 00
		292,182 66

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND.

GENERAL Expenses. Year ended March 31, 1914.

		cts.
No. 113.	Salaries and expenses of general officers	4,954 00
114.	Salaries and expenses of clerks and attendants	6,134 03
115.	General office supplies and expenses	99 48
116.	Law expenses	101 80
118.	Relief department expenses	400 00
119.	Pensions	5,263 59
120.	Stationery and printing	358 55
121.	Other expenses	21 46
		17,332 91

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND.

General Balance. Year ended March 31, 1914.

Dr.	$ cts.	$ cts.		Cr.	$ cts.	$ cts.
To General stores		67,669 97	By	Dominion of Canada		90,660 20
Auditors suspense		574 76		Unclaimed wages		50 71
Cash in transit		262 00		Individuals and Companies Ledger:—		
Station agents		3,024 90		John Simon		459 90
To Individuals and Companies Ledger:—			By	Trafic Ledger:—		
Canadian Express Company	85 02			Boston & Maine Railroad	78 32	
Post Office Department	20,060 52			Canadian Pacific Railway	789 51	
R. T. Holman, Limited	2 46			Grand Trunk Railway	149 55	
Province of Prince Edward Island	5 07			Intercolonial Railway	804 30	
Intercolonial Railway	427 90					1,821 68
Charlottetown Steam Navigation Company	2 78					
Murray Harbour Branch—Telegraph earnings	14 00		By	Rents Ledger:—		
Canadian Pacific Railway	15 91			Department of Marine and Fisheries, Georgetown		1 00
Western Union Telegraph Company	832 40					
Grand Trunk Railway	2 86					
Boston and Maine Railroad	1 24					
Anglo-American Telegraph Company	2 55					
		21,452 71				
To Traffic Ledger:—						
Marsters Tours		0 15				
To Rents Ledger:—						
William McLean	1 00					
Department of Marine and Fisheries (Souris)	1 00					
Benjamin Gallant	5 00					
Robert Ellis	1 00					
Haywood & Campbell	1 00					
		9 00				
		92,993 49				92,993 49

Moncton, N.B.
E. & O. E.,

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.

General Stores Account, year ending March 31, 1914.

1913	Dr.	$ cts.	$ cts.
March 31..	..To balance brought forward		71,846 54
1914			
March 31..	..To purchases during year	146,777 12	
	Charges from other departments	13,131 91	
	Labour, etc	4,596 32	
	Staff pay rolls	2,771 08	
			167,276 43
			239,122 97
1914	Cr.		
March 31..	..By issues during year		171,453 00
			67,669 97
Balance..	Ordinary stores including stationery	33,609 95	
	Fuel store	19,392 95	
	Road stock store	14,667 07	
		67,669 97	

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

E. & O. E.,
Moncton, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Averages. Year ended March 31, 1914.

Mileage of railway		275·2
Engine mileage		461,618
Total train mileage		317,169
Total car mileage		2,313,513
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent	96·86
Revenue from operation other than transportation	"	3·14
Gross earnings per mile of railway	Dollars.	1,488 43
" " engine mile	"	0 98
" " train mile	"	1 20
" " car mile	Cents.	17·71
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent	39·14
Maintenance of equipment	"	23·34
Traffic expenses	"	1·45
Transportation expenses	"	71·33
General expenses	"	4·2
Expenses per train mile—		
Maintenance of way and structures	Cents.	50·55
Maintenance of equipment	"	30·15
Traffic expenses	"	1·87
Transportation expenses	"	92·12
General expenses	"	5·47
		180·16
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	582 61
Maintenance of equipment	"	347 46
Traffic expenses	"	21 60
Transportation expenses	"	1,061 71
General expenses	"	62 98
	"	2,076 36
Locomotive and car repairs, per locomotive and car—		
Locomotives	Dollars.	1,207 61
Passenger cars	"	354 50
Freight cars	"	39 6[illegible]

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Receipts.

Month.	Freight Traffic.	Passenger Traffic.	Mails and Sundries.	Total Revenue.
1913.	$ cts.	$ cts.	$ cts.	$ cts.
April	14,152 04	10,932 34	2,065 75	27,150 13
May	20,454 62	10,656 76	1,963 54	33,074 92
June	17,497 72	13,947 67	2,145 30	33,590 69
July	17,350 97	26,258 98	2,390 50	46,000 45
August	13,045 91	24,218 44	7,415 28	44,679 63
September	13,073 13	22,484 60	2,315 71	37,873 44
October	17,934 00	16,494 41	2,778 34	37,206 75
November	23,858 88	13,840 57	2,625 95	40,325 40
December	15,030 35	15,243 26	2,763 22	33,036 88
1914.				
January	8,624 75	10,088 03	8,402 90	27,115 68
February	8,514 47	7,592 46	2,071 27	18,178 20
March	14,467 27	11,892 27	5,025 08	31,384 62
1913-14	184,004 11	183,649 79	41,962 84	409,616 74
1912-13	180,347 31	171,348 57	37,778 19	389,474 07

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Month.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1913.						
April	34,869	609,066	312	13,936	35,181	623,002
May	31,144	581,677	1,218	59,864	32,362	641,541
June	32,227	666,200	2,034	98,238	34,261	764,438
July	58,524	1,460,779	3,286	155,190	61,810	1,615,969
August	47,942	1,112,290	3,227	183,210	51,169	1,295,500
September	44,371	1,235,512	4,119	210,724	48,490	1,446,236
October	32,853	679,150	3,704	176,059	36,557	855,209
November	33,921	630,092	2,193	102,606	36,114	732,698
December	39,913	816,493	1,263	59,887	41,176	876,380
1914.						
January	22,874	510,372	848	40,311	23,722	550,683
February	16,641	407,802	245	11,831	16,886	419,633
March	27,728	604,145	283	13,951	28,011	618,096
1913-14	423,007	9,313,578	22,732	1,125,807	445,739	10,439,385
1912-13	410,908	8,692,529	22,980	1,098,241	433,888	9,790,770

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Month.	1913-1914.		1912-1913.	
	Tons.	Mileage.	Tons.	Mileage.
April	8,824	328,898	10,921	430,205
May	12,978	478,878	14,054	458,414
June	12,486	469,853	9,382	382,150
July	11,424	457,784	9,441	347,946
August	9,632	336,654	9,853	420,406
September	7,209	273,284	8,090	297,267
October	10,611	405,099	13,794	437,928
November	15,082	513,035	17,458	593,110
December	8,458	310,217	10,788	440,702
January	4,470	214,187	5,378	239,614
February	5,245	214,593	6,030	250,259
March	9,332	390,430	7,595	287,045
	115,751	4,392,912	122,784	4,585,046

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of principal revenue producing freight carried over the Prince Edward Island Railway, in 1912-13 and 1913-14.

Description.	Year ended March 31, 1913.	Year ended March 31, 1914.
	Tons.	Tons.
Products of Agriculture—		
Grain	14,774	11,417
Flour	4,192	3,881
Potatoes		11,672
Hay	4,039	2,776
Apples, fruit and vegetables	12,932	196
Other mill products	2,492	1,997
Cotton	60	74
Products of animals—		
Hogs and horses		1,919
Sheep and cattle	3,626	3,129
Lambs	2,959	512
Dressed meats	2,757	6,028
Poultry and game		443
Fish	3,529	2,875
Oysters		954
Wool	63	49
Hide and leather	604	712
Products of Mines—		
Coal and coke	13,730	14,331
Ore		2,030
Sand, stone, etc	2,629	568
Salt		59
Slate and granite		
Phosphate		1
Products of Forest—		
Lumber	14,562	11,977
Bark		10
Cordwood		1,377
Pulpwood		
Woodpulp		
Shingles		146
Other forest products		325
Manufactures—		
Petroleum and oils	1,684	1,970
Sugar	1,010	1,403
Iron and steel rails	646	495
Iron, pig and bloom	581	285
Wire rods		35
Steel billets		1
Other castings and machinery	239	877
Bar and sheet metals	123	119
Brick, lime and cement	2,346	2,205
Furniture		896
Immigrant effects	751	25
Miscellaneous	31,215	27,084
Agricultural implements	1,241	898
	122,784	115,751

W. H. ESTAÑO,
Auditor of Traffic.

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

NATIONAL TRANSCONTINENTAL RAILWAY.

GENERAL Balance. Year ended March 31, 1914.

DR.		$ cts.	CR.	$ cts.
To General Stores		55,557 67	By Dominion of Canada	66,397 76
Station Agents		1,180 42	Indivuduals and Companies	
Auditor's Suspense Account		80 82	Suspense Ledger:—	
Railway Equipment Service		7,009 38	Commissioners of the National Transcontinental Railway	699 81
		63,828 29		67,097 57
To Individuals and Companies Ledger:—				
M. P. & J. T. Davis	111 00			
Intercolonial Railway	2,315 60			
Moncton Construction Company	17 95			
National Transcontinental Railway Commissioners	824 73	3,269 28		
		67,097 57		67,097 57

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.

REVENUE Account. Year ended March 31, 1914.

EXPENDITURE.	$ cts.	EARNINGS.	$ cts.
Maintenance of way and structures	46,811 92	Passenger	10,244 29
Maintenance of equipment	3,482 47	Freight	51,354 95
Traffic expenses	197 65	Mail	275,52
Transportation expenses	42,255 46		61,874 76
General expenses	1,326 60	Less	
		Miscellaneous	17,240 65
			44,634 11
		Balance	49,439 99
	$ 94,074 10		94,074 10

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

MAINTENANCE of Way and Structures. Year ended March 31, 1914.

		$ cts.
No. 1.	Superintendence	2,957 84
3.	Ties	90 72
4.	Rails	34 00
5.	Other track material	680 26
6.	Roadway and track	27,996 96
7.	Removal of snow, sand and ice	8,947 33
8.	Tunnels	395 53
9.	Bridges, trestles and culverts	20 16
11.	Grade crossings, fences, cattle guards and signs	271 40
13.	Signal and interlocking plants	17 50
14.	Telegraph and telephone lines	1,265 70
16.	Buildings, fixtures and grounds	1,256 02
18.	Roadway tools and supplies	2,141 89
23.	Stationery and printing	29 61
25.	Other expenses	7 00
26.	Maintaining joint tracks, yards and other facilities. Dr.	700 00
		46,811 92

S. L. SHANNON,
Comptroller and Treasurer.

MONCTON, N.B.
MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.

MAINTENANCE of Equipment. Year ended March 31, 1914.

		$ cts.
No. 28.	Superintendence	314 32
29.	Steam locomotives—Repairs	1,981 95
35.	Passenger train cars—Repairs	40 19
38	Freight train cars—Repairs	162 76
47	Shop machinery and tools	107 92
50.	Stationery and printing	10 69
52.	Other expenses	476 33
53.	Work equipment—Repairs	388 31
		3,482 47

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.

Traffic Expenses. Year ended March 31, 1914.

		$ cts.
No. 58.	Outside agencies	117 80
59.	Advertising	18 05
60.	Stationery and printing	61 80
		197 65

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.

Transportation Expenses. Year ended March 31, 1914.

		$ cts.
No. 66.	Superintendence	2,044 75
67.	Despatching trains	478 76
68.	Station employees	2,370 99
72.	Station supplies and expenses	622 87
83.	Operating joint yards and terminals. Dr.	1,073 29
86.	Road enginemen	5,887 46
87.	Enginehouse expenses—road	1,961 80
88.	Fuel for road locomotives	14,731 08
89.	Water for road locomotives	2,444 61
90.	Lubricants for road locomotives	190 39
91.	Other supplies for road locomotives	92 24
94.	Road trainmen	7,713 39
95.	Train supplies and expenses	1,253 59
96.	Interlockers, block and other signals—Operation	816 07
99.	Clearing wrecks	358 73
100.	Telegraph and telephone—Operation	2 99
103.	Stationery and printing	131 93
105.	Other expenses	66 31
106.	Loss and damage freight	14 31
		42,255 46

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

GENERAL Expenses. Year ended March 31, 1914.

		$ cts.
No. 113.	Salaries and expenses of general officers	1,132 46
114.	Salaries and expenses of clerks and attendants	113 57
115.	General office supplies and expenses	24 77
120.	Stationery and printing	55 80
		1,326 60

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY (AS OPERATED BY THE INTERCOLONIAL RAILWAY.)

General Stores Account, May 1, 1913, to March 31, 1914.

	$ cts.
Purchases during period	70,378.14
CR.	
By issues during period	14,820.47
	55,557.67
Balance—	
Ordinary stores	2,482.84
Fuel store	5,861.87
Road stock store	47,212.96
	55,557.67

C. J. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.

Operated by Canadian Government Railways.

STATEMENT OF RECEIPTS.

Month.	Freight Traffic.	Passenger Traffic.	Mails.	Miscellaneous.	Net Receipts.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1913—					
April	2,853,49	818 05	25 62	2,672 01	1,025 15
May	2,464 35	839 00	25 62	74 63	3,403 60
June	3,303 53	1,159 56	25 62	519 87	3,968 84
July	4,486 52	870 81	25 62	108 88	5,491 83
August	2,895 00	1,108 37	25 62	622 91	3,406 08
September	3,532 88	1,246 77	25 62	1,993 94	2,811 33
October	5,281 57	826 31	22 12	699 54	5,430 46
November	4,791 48	967 14	22 12	927 37	4,793 37
December	4,331 59	885 39	32 12	1,862 07	3,377 03
1914—					
January	4,513 45	625 39	22 12	2,583 08	2,577 88
February	5,590 35	306 25	21 56	1,738 15	4,180 01
March	7,310 74	651 25	11 76	3,805 22	4,168 53
	51,354 95	10,244 29	275 52	17,240 65	44,634 11

W. H. ESTANO,
Auditor of Traffic.

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

NATIONAL TRANSCONTINENTAL RAILWAY.

Operated by Canadian Government Railways.

FREIGHT AND PASSENGER TRAFFIC.

	Passenger Traffic.		Freight Traffic.	
	Number.	Mileage.	Tons.	Mileage.
1913—				
April	530	22,836	2,666	193,769
May	612	26,435	1,815	178,256
June	772	48,931	3,537	274,462
July	577	34,550	4,048	377,439
August	655	47,518	3,571	327,856
September	878	60,522	2,282	257,790
October	814	37,083	3,977	410,803
November	886	33,061	3,898	359,874
December	719	40,697	4,047	286,684
1914—				
January	480	31,466	5,271	319,400
February	300	16,215	7,230	530,186
March	677	25,441	8,807	569,627
	7,900	424,755	51,149	4,086146A

E. & O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

COMPARATIVE STATEMENT of principal revenue producing freight carried over the National Transcontinental Railway for year ending March 31, 1914.

Description.	Tons.
Products of Agriculture—	
Grain	224
Flour	20
Potatoes	3,675
Hay	323
Products of Animals—	
Hogs and horses	76
Sheep and cattle	Nil.
Lambs	"
Dressed meats	"
Poultry and game	"
Fish	18
Oysters and clams	Nil.
Wool	"
Hides and leather	10
Other packing house products	Nil.
Products of Mines—	
Coal and coke	14,315
Ore	Nil.
Sand, stone, etc	156
Salt	Nil.
Slate and granite	"
Phosphate	1,237
Other products of mines	Nil.
Products of Forests—	
Lumber	14,137
Other forest products	9,120
Manufactures—	
Oil	29
Sugar	167
Iron and steel rails	71
Iron, pig and bloom	101
Other castings and machinery	618
Barcand sheet metals	115
Brick, lime and cement	721
Agricultural implements	13
Funiture	Nil.
Miscellaneous	6,003
	51,149

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E.,
MONCTON, N.B.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS.

EMPLOYEES' PROVIDENT FUND.

SEVENTH ANNUAL REPORT.

Moncton, N.B., May 30, 1914.

To all Officers and Employees, Contributors to the above Fund:

GENTLEMEN,—By instruction of the Provident Fund Board we beg to submit for your information, the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1914.

The personnel of the Provident Fund Board for that year was as follows:—

F. P. Gutelius, general manager, Canadian Government Railways, chairman, Moncton, N.B.

Appointed by the Minister.

T. C. Burpee, Engineer of Maintenance, I.C.R., Moncton, N.B.
D. McDonald, Superintendant, I.C.R., Lévis, Que.

Elected by the Employees.

Willard P. Hutchinson, train despatcher, I.C.R., Moncton, N.B.
Bliss A. Bourgeois, chief clerk, I.C.R., Moncton, N.B.

Four regular meetings of the Board, as required by the regulations, were held during the year.

The following is a statement of the Receipts and Expenditures during the year ended March 31, 1914:—

Balance at the Credit of the Fund on the 31st March, 1913		$ 346,028 57
The Contributions made by Employees during the year, being one and one-half per cent of their monthly salary and wages, were	$ 99,805 03	
The Contributions made by the Railways, of an equal amount during the same period, were	99,805 03	
		199,610 06
Amount received for Refunds, etc		1,236 00
Interest accrued (at three per cent)		*10,048 32
		$ 556,922 95
The Expenditures were:		
For retiring allowances	$ 152,674 81	
For contributions refunded in cases of deceased employees	3,708 02	
For contributions refunded, which were deducted in error	335 98	
For contributions refunded to discharged employees, etc	2,325 75	
Medical Examinations for probationers entering service, etc	2,808 00	
Medical Examinations for employees retiring from service	87 00	
For Election Expenses	583 19	
For Salaries and Travelling Expenses, Secretary's Office	3,961 43	
For Board Members—Time Lost and Travelling Expenses	15 19	
For Stationery, Printing, Postage, etc., etc	1,201 82	
		$ 167,701 19
Balance to the credit of the Fund on the 31st March, 1914		$ 389,221 76

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees to the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount

*$43.86 of this amount was earned last year, but was not credited until this.

paid for retiring allowances in each year. The average amount of the retiring allowances, paid in the month of March in each year, is also shown.

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of Retired Employees Died.	Amount Paid for Retiring Allowances.	Average Monthly Allowance Paid in March.	Balance at Credit of Fund.
1907-8	$82,707 74	$82,707 74	142	11	$23,913 04	$25 49	$139,249 21
1908-9	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	255,585 08
1910-11	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912-13	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57
1913-14	99,805 03	99,805 03	108	37	152,674 81	27 37	389,221 76

It will be noted by the above statement of Receipts and Expenditures that the amount of the contributions received from the Railways and from the Employees during the year, were	$199,610 06
And the Expenditures were	152,674 81
Surplus of Contributions over Expenditures	$46,935 25
The gross surplus, including interest, to the credit of the Fund on March 31st, 1914, was	$389,221 76

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1914, to arrange for the election of these two members to serve during the year ending March 31, 1915.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1914.

The two members elected were:

Bliss A. Bourgeois, chief clerk, I.C.R., Moncton, N.B.
Willard P. Hutchinson, train despatcher, I.C.R., Moncton, N.B.

Since the last annual report was issued, Mr. T. C. Burpee, one of the members of the Board appointed by the minister, has been retired from the service, and Mr. D. McDonald, the other member of the Board appointed by the minister, has been transferred to another position, and it was, therefore, necessary for the minister to appoint two other officials as members of the Board.

The personnel of the Board as at present constituted is as follows:—

F. P. Gutelius, general manager, Canadian Government Railways, chairman, Moncton, N.B.

Appointed by the Minister.

S. L. Shannon, comptroller and treasurer, Canadian Government Railways, Moncton, N.B.
H. H. Melanson, general passenger agent, Canadian Government Railways, Moncton, N.B.

Elected by the Employees.

Willard P. Hutchinson, train despatcher, I.C.R., Moncton, N.B.
Bliss A. Bourgeois, chief clerk, I.C.R., Moncton, N.B.

F. P. GUTELIUS,
Chairman.

W. C. PAVER,
Secretary.

PART IV.

Report of the Government Chief Engineer of the Western Division of the National Transcontinental Railway.

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

ROOM NO. 150 WEST DEPARTMENTAL BUILDING,

OTTAWA, April 1, 1914.

The Honourable
Frank Cochrane,
Minister of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st of March, 1914, upon the progress made with the works of construction of the western division of the National Transcontinental Railway.

WESTERN DIVISION.

This division extends westward from the western boundary of the Winnipeg joint terminals to the City of Prince Rupert, the Pacific Coast terminus.

For construction purposes, this division is divided into two sections, viz.:—

The "prairie section" extending from Winnipeg to Wolf Creek, a distance of 915 miles.

The "mountain section" commences on the east bank of Wolf creek, running westerly to the city of Prince Rupert, a distance of 830 miles, with terminals around the water front of the city for a further distance of 3·23 miles.

PRAIRIE SECTION.

Very little work has been executed since the period covered by my last annual report towards completing this section. What has been done was mainly for the maintenance of the permanent way, roadbed, buildings and structures, etc., expenditure on which during construction is, under the terms of the agreement with the company, dated July 29, 1913, chargeable to capital account.

The structural works are principally of timber, viz:—197 wooden bridges and 1,687 wooden culverts.

The permanent structures of steel and concrete are eleven in number, viz:—

	Spans.
Assiniboine river at Winnipeg	One 90-foot, four 80-foot, one 44-foot.
" east of Portage la Prairie	Two 88-foot, one 250-foot.
Arrow river	One 43-foot 5 inches.
Assiniboine river at Lazare	One 250-foot.
South Saskatchewan river	Five 225-foot, one 175-foot, one 125-foot.
Eagle river	One 60-foot.
Battle river	One 150-foot, one 70-foot, fifty-one 50-foot.
North Saskatchewan river	Three 225-foot, two 150-foot, ten 50-foot, four 40-foot.
Saskatchewan trail	One 77-foot.
Norton road	One 78-foot.
Pembina river	One 240-foot, two 210-foot, four 60-foot.

The road is equipped with the necessary passenger stations, freight sheds, section houses, bunk houses, water tanks, round houses, machine shops, coaling plants, stock yards, loading platforms and siding accommodation.

There is one overhead crossing of another railway, and twelve crossings of other railways at rail level which are protected by interlocking plant.

A well equipped train service, both passenger and freight, has been in successful operation over the entire section during the past fiscal year, which I understand has been much appreciated by the travelling public, and has proved a great accommodation to the settlers along the line.

The rolling stock of the passenger trains is of the most modern design, well served and efficiently maintained.

MOUNTAIN SECTION.

The works of construction on this section have been energetically carried on during the past fiscal year.

Although the grading is sufficiently advanced to enable the steel ends to be connected within the next few days, giving a rail trackage from Winnipeg to Prince Rupert, the road is far from being finished, temporary lines being constructed around some unfinished cuttings, and in one instance, a track is laid on a 2 per cent grade over an unfinished cutting. It will probably take a couple of months to complete these cuttings. When completed, the track will be laid through them on the permanent line.

Several pile bridges have yet to be filled by train, and owing to the treacherous nature of the soil (a blue hard wet clay) many slides are likely to occur, from time to time, both in the cuttings and embankments, which will cause more or less inconvenience and trouble, and add very considerably to the cost of construction.

There are 13 tunnels, one of which is not completed, but is "shoo flied." Eleven have been lined with concrete for an aggregate length of 6,162 feet.

The structural works embrace 1,388 wooden culverts, 197 wooden bridges and 59 steel bridges.

The culverts and wooden bridges are all built, but only 38 of the steel bridges are completed, viz:—

	Spans.
Wolf creek	Two 40-foot, two 50-foot, three 150-foot.
McLeod river	Two 40-foot, two 70-foot, four 210-foot.
Prairie creek	Nine 50-foot, five 70-foot.
Fiddle creek	One 150-foot, two 225-foot.
Rocky river	One 225-foot.
Athabasca river	Three 225-foot.
Snaring river	Two 225-foot.
Boulder creek	One 60-foot.
Miette river No. 1	One 225-foot.
" No. 2	One 80-foot.
Grants creek	One 66-foot.
Moose river	One 125-foot.
Fraser river No. 1	One 40-foot, one 70-foot, one 175-foot.
Glazier creek	One 90-foot.
McLennans creek	Two 70-foot, one 100-foot.
Sand creek	One 125-foot.

	Spans.
Little Shuswap river	One 125-foot.
Rau Shuswap river	One 30-foot, seven 40-foot, eight 60-foot, one 180-foot.
Cottonwood creek	One 125-foot.
50 Mile creek	One 125-foot.
Goat river	Two 150-foot.
Dome creek	One 125-foot.
Willow river	Two 225-foot.
Fraser river No. 2	Three 225-foot.
Telkwa river	One 225-foot.
Trout creek	One 40-foot, one 50-foot, one 70-foot, one 150-foot.
Boulder creek	One 50-foot, three 70-foot, one 150-foot, two 210-foot.
Porphyry creek	Five 40-foot, nine 70-foot.
Mud river	Five 40-foot, six 60-foot.
Sealey gulch	Seven 40-foot, eight 70-foot.
Skeena river	Three 70-foot, three 240-foot.
Kitsumkalum river	One 225-foot.
Zim-a-cord river	One 225-foot.
Ecstews river	One 175-foot.
Ex-chom-siks river	One 225-foot.
Ka-its-siks river	One 225-foot.
Kyax river	One 40-foot.
Zanardi rapids	Three 55-foot, two 125-foot, one 225-foot.

There are eleven more steel bridges under construction as follows:—

	Spans.
Fraser river No. 3	One 225-foot, three 250-foot.
" " 4	One 100-foot, ten 200-foot, two 250-foot.
Nechaco river	Three 225-foot.
Bulkley river No. 1	One 150-foot.
" " 2	Four 88-foot.
Kitwangar river	One 150-foot.
Porcupine river	One 80-foot.
Lorne creek	One 90-foot.
Hardscrabble creek	One 99-foot.
Phillip's creek	One 52-foot.
Shames river	One 66-foot.

In addition to which there are ten steel bridges the construction of which is not yet commenced, viz.:—

	Spans.
Stony creek	One 99-foot.
Mud river	Two 80-foot.
Endaco river No. 1	One 250-foot.
" " 2	One 60-foot.
Prince creek	One 66-foot.
Ksi-den creek	One 60-foot.

	Span
Fraser creek	One 50 feet.
Salal creek	One 66 feet.
Fiddlers creek	One 200 feet.
Kitsumkalum river (additional span)	One 150 feet.

In the meantime the trains are crossing these streams on temporary pile bridges.

A large quantity of riprap has been placed on the slopes of the embankments that are subjected to the wash of the waters of the several rivers and lakes, and much more has to be done in that direction before the work is complete.

The following are the numbers and nature of buildings erected or in course of erection, viz.:—

2 storehouses.	75 station houses.
16 section houses.	3 coaling plants.
3 round houses.	9 bunk houses.
1 carpenter shop.	13 water tanks.
71 tool houses.	3 machine shops.

With the exception of a gap about 16 miles, the track is laid throughout the "Mountain Section," with the necessary siding accommodation at the stations.

The track for a distance of 630 miles has received a lift of ballast, leaving only 200 miles of skeleton track.

In so far as the terminals at Prince Rupert are concerned, nothing has been done excepting the grading, laying down of a few sidings and the construction of a dock.

It is a great satisfaction to me to be able to report that the Government Inspecting Engineers have faithfully and diligently performed the duties of their office. The work is now, however, so far advanced towards completion, that the services of four out of the six will be dispensed with at the end of May next, and I shall be pleased if their record on this railway should result in the early utilization of their services on some other Government work.

I have the honour to be, Sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer Western Division National Transcontinental Railway.

PART V.

QUEBEC BRIDGE RECONSTRUCTION.

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS.

BOARD OF ENGINEERS, QUEBEC BRIDGE.

MONTREAL, June 19, 1914.

SIR,—I beg to report progress of work on the construction of the new Quebec bridge for the fiscal year ending March 31, 1914, as follows:—

Substructure.—During the past year Messrs. M. P. and J. T. Davis, the contractors for the substructure have completed the construction of the masonry embraced in their contract, except such work as cleaning and pointing the courses and dressing the bridge seats.

Following are the quantities of work covered by this contract: —

North abutment (alterations)	404.05	cu. yds.
North intermediate pier	1,665.06	" "
North anchor pier	17,736.00	" "
North main pier	31,870.04	" "
South main pier	38,279.04	" "
South anchor pier	16,073.00	" "
South abutment (alterations)	61.01	" "
Total	106,090.00	" "

The work of construction was started in the spring of 1910, but no masonry was laid until 1911

The work performed each year is as follows:

Season of 1911	22,405	cu. yds.
Season of 1912	41,459	" "
Season of 1913	42,226	" "
Total	106,090	" "

This masonry is all faced with heavy granite blocks with a backing of concrete. The main piers have 18 feet of solid granite on the top of each pier, in order to distribute the heavy loads to all portions of the pier. The anchor piers, which are about 140 feet high above ground line, have heavy steel grillages embedded in their bases, which, when connected to the trusses will act as an anchorage for the cantilever spans. The two wells have been left open in each of these piers to enable this connection to be made at the proper time.

The abutments, intermediate pier, south main and both anchor piers are founded on solid rock. In the case of the south main pier the foundations were carried down 86 feet below the bed of the river and 101 feet below extreme high water. It was the original intention to carry the north main pier down to rock, but during the sinking of the caisson the river bed was found to be a solid mass of boulders for the entire depth. When the caissons had been sunk to a depth of about 55 feet below the river bottom, tests were made in this material, the results of which showed that it was capable of sustaining from eight to ten times the load required. It was therefore decided to stop the sinking at this elevation—about 20 feet above rock.

This masonry has been subject to very careful and rigid inspection, and the work as a whole is very satisfactory.

The contractor is now engaged in cleaning the masonry, removing his plant, and generally cleaning up the site. This work should be entirely completed by the end of the present season.

Superstructure.—During the past year steady progress has been made in the manufacture of the bridge members at the shops of the St. Lawrence Bridge Company. Up to March 31, 1914, the status of the work was as follows:—

Raw material ordered from the mills	29,356	tons.
Raw material received at the shop	24,741	"
Finished bridge members manufactured at shop	9,991	"
Members delivered at bridge site	7,484	"
Steel erected and partially riveted	1,371	"
Material completely erected	791	"
Estimated total weight required	65,000	"

Owing to the contractors having to start with a new shop and a new organization, progress in this respect has not been as rapid as was hoped, but from now on it is expected that they will be working to full capacity, or in the neighbourhood of about 2,000 tons per month.

In the field the contractor has also been busy, and when the season opens in the spring expects to start on the erection of the cantilever bridge proper. The approach spans from the abutments to the anchor pier have already been erected. All the falsework required for the erection of the anchor arm has been manufactured and shipped to the site. The 1,000-ton erection traveller is practically completed and is expected to start operations some time in May. It is expected that the greater part of the anchor arm, or some 10,000 tons, will be erected this season. Duplicate falsework and duplicate traveller for the south side are now under construction and will be erected as soon as posible on that side of the river. Next year it is expected that erection will take place simultaneously on both sides.

Shop drawings for over half the bridge have been prepared and approved. This part of the work is advanced to such an extent that it is away ahead of the requirements of the shop.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

Hon. J. D. REID,
Acting Minister of Railways and Canals,
Ottawa, Ont.

PART VI.

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of the Superintending Engineers, Engineers in Charge, and Superintendents of the various Canals, the Engineer in Charge of the Car Ferry Terminals at Cape Tormentine, the Chief Engineer of the Hudson Bay Railway, the Engineer in Charge of the Hudson Bay Railway Terminus at Port Nelson, and the Engineer in Charge of the Dartmouth-Deans Branch of the I.C.R.

FOR THE YEAR 1913-14.

Ernest Marceau, Superintending Engineer, Quebec Canals.
C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence aid St. Peter's Canals.
A. T. Phillips, Superintending Engineer, Rideau Canal.
A. J. Grant, Superintending Engineer, Trent Canal.
A. L. Killaly, Acting Superintendent, Trent Canal.
J. L. Weller, Engineer in Charge, Welland Ship Canal.
L. D. Hara, Acting Superintending Engineer, Welland Canal.
J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
F. B. Fripp, Engineer in Charge, Car Ferry Terminals, Cape Tormentine.
J. W. Porter, Chief Engineer, Hudson Bay Railway.
D. W. McLachlan, Engineer in Charge, Hudson Bay Terminus, Port Nelson.
W. A. Hendry, Engineer in Charge, Dartmouth-Deans Branch, I.C.R.

OFFICE OF THE CHIEF ENGINEER.

OTTAWA, April 1, 1914.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1914.

Attached hereto will be found the annual reports of the superintending engineers of the several canals, the superintendent of the Trent canal, the engineer in charge of the Welland Ship canal, the engineer in charge of the car ferry terminals at Cape Tormentine, the chief engineer of the Hudson Bay railway, the engineer in charge of the Hudson Bay Railway terminus at Port Nelson, and the engineer in charge of the Dartmouth-Deans branch of the Intercolonial railway.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal with 48 locks, and 1,155 miles of river and lake waters, or a total 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in Part VII, together with details of the several works thereon. Connection is made with the Canadian Pacific railway for points west and south at Fort William and Port Arthur (six miles apart). From Fort William a branch of the Grand Trunk Pacific railway makes connection with the National Transcontinental Railway's main line to Winnipeg.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout with electricity and electrically operated. The Farran's Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east and west route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or Lakes of Cape Breton island and the Atlantic Ocean.

Detailed information respecting the several canals is contained in an appendix.

With the exception of the Trent canal, where the construction of an extension of the present system to an outlet on Lake Ontario is still in progress, and the Welland Ship canal, fully described farther on in this report, the work executed during the past year has been almost wholly of the nature of improvements and repairs to existing works.

LACHINE CANAL.

The most important items of work during the past year have been the continuation of the rebuilding in concrete of the slope and vertical walls between Cote St. Paul and Lachine, which work is now nearing completion; improvements to Lock No. 4 including the rebuilding of a section of the south retaining wall; and the rebuilding of St. Gabriel Shed No. 1 on which the work is well advanced.

SOULANGES CANAL.

At the upper entrance to this canal foundations have been constructed for the breakwater, lighting pier and an extension to the guide pier. The excavation for a new channel which has been under way will, it is expected, be completed by the close of the present season. A small steel rolling bridge has been located over the entrance to regulating basin No. 1, replacing the former floating span.

CHAMBLY CANAL.

At LaRocque's Crossing a new steel swing bridge was erected replacing the former wooden structure. The wooden regulating weir at Foyer's point was replaced by a new concrete structure provided with steel sluices and other improvements. The system of electric lighting along this canal was completed in time for the opening of navigation. At the St. Ours lock three concrete boom piers were completed replacing the former wooden piers.

STE. ANNE'S LOCK.

The work of renewing in concrete the top of the upper pier between the locks was started and it is expected will be completed this season.

CARILLON AND GRENVILLE CANALS.

A portion of the cribwork in the apron of the submerged dam which had been carried away during the spring freshet of 1913 was renewed and lengthened.

BEAUHARNOIS CANAL.

Nine sections of dry wall, aggregating more than half a mile in length, were built along the shores of lake St. Francis, and a considerable portion of the existing walls was repaired.

CORNWALL CANAL.

A large amount of repair work was attended to during the past season such as the rebuilding of a portion of retaining wall, repairs to valves and gates, the renewal of a culvert at Mille Roches, painting steel bridges, etc. The more extensive improvements were the completion of the work started last season on the lower entrance to lock No. 15, where a safe and easy approach is now provided between the lock and the river with enlarged harbour facilities for waiting vessels. The work is also well under way on extensive improvements at the lower entrance to lock No. 20.

FARRAN'S POINT CANAL.

The lower entrance to this canal has been improved by the replacing of a portion of the old cribwork pier by a permanent concrete structure. The length of this pier has also been considerably increased and vessels can now make the entrance with much greater ease than had formerly been possible.

RAPIDE PLAT CANAL.

With the exception of a small amount of dredging the improvements to the lower entrance of lock No. 24 have now been completed. The canal at this point has been widened and straightened and an approach wall constructed on the north side of the entrance.

GALOPS CANAL.

To provide greater safety at lock No. 28 a contract has been let for the construction of a steel swing bridge which can be swung across the lock and from which a timber bulkhead can be lowered in the event of an accident to the gates. This bridge will be placed early in the coming season.

MURRAY CANAL.

The dredging of this canal to its original depth of 11 feet was completed early in the season. No other improvements of note were made during the year.

RIDEAU CANAL.

A large number of small repairs were attended to during the year such as the renewal of lock gates, pointing of masonry walls, painting of bridges and buildings, etc. Among the more extensive repairs and improvements should be mentioned the rebuilding of the ice-breaker cribs at Hogsback locks, the rebuilding of the upper of the three locks at Long island station, the taking down and rebuilding of the waste weir at Burritts' Rapids lock and the construction of a protecting crib at same point, the renewal in its original location of the retaining dam at Clowes lock, extensive repairs to the dam at Kilmarnoch lock, and the building of two lay-by piers at Poonamalie lock. Dredging of the Perth branch of the canal was carried on throughout the season. Satisfactory water levels were maintained during the entire period of navigation.

TRENT CANAL.

New construction is still in progress on this canal, but the extent of waterway open to navigation remains the same as in the previous year, namely, from Lake Simcoe to Heeleys Falls, sixteen miles east of Hastings.

On the portion of the canal in operation, in addition to numerous minor repairs, maintenance improvements of somewhat greater magnitude were also carried out, such as the rebuilding in concrete of the south end of the dam at Moore's Falls, the dredging of the channel of the Scugog river north of Lindsay, the construction of a small wharf at Atherley on Lake Simcoe, and the deepening of the canal to nine feet through the rock cut at Balsover.

The portion of the Trent canal now under actual construction lies between Trenton, at the westerly end of the Bay of Quinte, and the easterly end of Rice Lake, a distance of 56½ miles. This portion of the canal is known as the Ontario Rice Lake division and for construction purposes has been subdivided into seven sections or contracts. The line of the River Trent has been followed throughout. When completed, this part of the system will comprise 9½ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river. The total rise between the low water level of Lake Ontario and the normal navigation level of Rice Lake is 369 feet. This difference of level is to be overcome by 18 locks. For the control of the river and canal levels 14 dams will be required. At the end of the past fiscal year all the locks had been constructed and 10 of the dams. There will be required in all 18 bridges of which 15 have already been constructed. These bridges with one exception will all be of either the swing or bascule type. The locks are monolithic concrete 175

feet long and 33 feet wide providing a depth of 8 feet 4 inches of water on the sills, and will accommodate barges of 1,000 tons of about 150 feet long by 30 feet beam, drawing 8 feet of water. The entire work involved comprises the removal of about 1,500,000 cubic yards of earth and 1,250,000 cubic yards of loose and solid rock, and the placing of about 400,000 cubic yards of concrete. The approximate total cost has been estimated at $6,750,000. Up to March 31, 1914 there had been expended for labour and material the sum of $4,206,171.52. Complete details in regard to the foregoing will be found in the annual report of the superintending engineer which appears in the appendix hereto.

In addition to the various construction work already noted, considerable preliminary work and investigation have been done on the westerly or Georgian Bay end of the canal. This portion of the route, which lies between Lake Simcoe and Georgian Bay, is known as the Severn River division. A complete survey of this division has been made during the past two years from which plans have been prepared for the work of canalizing the river to the same dimensions as obtain on the Ontario Rice Lake division. After careful consideration of various possible outlets, South Honey Harbour has been adopted as the most satisfactory Georgian Bay terminus. The total length of this division will be 43 miles and will comprise when completed 4 miles of canal, 5¼ miles of subaqueous channel, and 33¾ miles of deep river and lake navigation. The fall between Lake Couchiching, the northerly arm of Lake Simcoe and Georgian Bay is about 140 feet, which difference of level will be overcome by 5 locks. The regulation of water levels in the river will be provided for by 13 concrete dams. The canal will be traversed by 8 steel bridges, four of which will be swing spans and the remainder fixed. The division has been divided for construction purposes into four sections, two of which are now under contract.

Hydrographic Surveys.—Varous surveys have been made from time to time with a view to the future compilation of a reliable set of charts covering the chain of lakes included in the Trent canal system, and so far as the work has advanced the field work has been plotted. It is intended to continue these surveys during the coming season.

WELLAND SHIP CANAL.

The work on the new ship canal is divided into nine sections or contracts, numbered from the Lake Ontario end of the canal. Contracts have been let for sections Nos. 1, 2, 3 and 5, and for a portion of the work on section No. 4 known as section No. 4A. Sections Nos. 1, 2 and 3, extend over a distance of approximately nine miles, or from the Lake Ontario entrance to the canal, near Port Dalhousie, up to and through the town of Thorold, and include the construction of seven lift locks and the building of a short line of railway for the transportation of supplies during canal construction. Work on these three sections is now in progress. Section No. 5 includes the widening and deepening of the existing canal between Allanburg and Port Robinson, or for a distance of about two and one-half miles. The work upon this section has been progressing rapidly. Section No. 4A covers the construction of two reinforced concrete culverts between the old and new canals to replace the open ditches at present existing. Good progress is being made on this part of the work.

In the annual report of the engineer in charge, appended hereto, are given very complete and interesting details in connection with all the work now in progress and in addition to this there is a resumé from last year's report of the general scheme for and principal engineering features in connection with the entire canal.

WELLAND CANAL.

A large number of minor repairs and improvements were made on the canal during the past fiscal year. In addition to these the more extensive improvements include the replacing by reinforced concrete bridges of six old wooden spans at various points

along the old and new canals and the building of a number of smaller reinforced concrete bridges to carry pedestrian traffic.

PORT COLBORNE ELEVATOR.

During the year, the Government elevator handled 21,441,826 bushels of grain, an increase of 9,839,310 bushels over the quantity handled in the previous year. The net earnings for the year amounted to $53,047.06 an increase of more than 100 per cent over the previous year's business. Since the erection of this elevator in 1908 the business handled by it has shown a steady and most satisfactory rate of increase.

SAULT STE. MARIE CANAL.

Repairs and improvements made on this canal during the past year include the dredging of a portion of the upper entrance, and the cleaning out of culverts, and general repairs to lock gates. A large lumber shed was erected at the easterly end of the canal grounds.

The freight traffic handled by the canal was the largest on record, aggregating 42,703,641 tons, an increase of 8 per cent over the previous year's figures. The report of the Superintending Engineer gives further traffic statistics of an interesting nature.

ST. PETER'S CANAL.

Work on the construction of the new lock at the Atlantic end of the canal was proceeded with during the past season. After some little steam shovel excavation had been done it was found that the nature of the foundation material encountered was very unsatisfactory and it was deemed advisable to discontinue work on this site. A new location for the lock has been chosen and it is likely that work will be started in this revised location during the coming season. To carry on this work it will be necessary to close the canal to navigation during the entire season. When the work is completed however, the operating facilities at the Atlantic entrance to the canal will be very greatly improved.

RAILWAYS.

CAR FERRY TERMINALS—NORTHUMBERLAND STRAITS.

This work comprises the construction of harbour works, landing piers, etc., at Cape Tormentine, N.B., and Carleton Point, P.E.I., distant 8 miles apart, and the building of about 3 miles of railway connecting the Cape Traverse Branch of the Prince Edward Island Railway with the Carleton Point terminal.

During the past season the dredging of the turning basin at Cape Tormentine was carried on, and considerable timber cribwork was erected. A large quantity of construction materials have been delivered at the site of the work. A considerable quantity of rubble stone will be required at Carleton Point, and a quarry has been opened at Pointe du Chêne, about 40 miles distant, from which an ample supply can be obtained. Thus far no actual work at the ferry terminal has been done. On the branch line railway, the right of way has been fully cleared, and excavation work started.

HUDSON BAY RAILWAY.

The bridge over the Saskatchewan river near Le Pas, which was mentioned in last year's report, has now been completed. Track is laid for the first 102 miles beyond Le Pas, 56 miles of this distance having been fully ballasted and surfaced. The right-of-way has been cleared up to the first crossing of the Nelson river, or for

a distance of 242 miles, and grading has been practically completed up to the 105th mile. Considerable survey work was carried on during the past winter with a view to bettering the alignment and reducing the cost of construction, and as a result several advantageous changes from the original location are now to be adopted. It is expected that rapid progress will be made during the coming season.

HUDSON BAY RAILWAY TERMINUS PORT NELSON.

A commencement was made in the work of development at this point. During the winter and spring, plant, materials, supplies and workmen were assembled, and shipped to Port Nelson on the opening of navigation. Some of the steamers employed proved unsuitable for the business, which in conjunction with delays of contractors in the furnishing of lightering plant resulted in great difficulty in handling cargoes. It was necessary that such arrangements for transportation, as were deemed expedient, should be concluded in the early spring; and thereafter, the total lack of communication left no opportunity for readjustment of plans to circumstances. As a result some cargo was brought back through inability to discharge. Two vessels were wrecked. The period, from the arrival of the first vessel until the laying up of floating plant for the winter, was so short that the greatest part of the forces were occupied in landing supplies. Before winter set in such preliminary work as the construction of housing accommodation for the men, warehouses for supplies, drainage works and construction railways were carried out. Work was also pressed on the construction of radio telegraph station, which was brought into operation in the month of February. Lumbering operations were also carried on during the winter, the timber obtained being suitable for temporary structures and ties. Some square timber forming part of the cargo of the wrecked steamer *Alette* was salvaged across the ice.

During the winter a tote road was constructed from the end of railway operations, over which upwards of 150 men reached Port Nelson early in April.

Through the purchase of steamers by the Department, steps have been taken to overcome the difficulties experienced in marine transportation; seventeen voyages having been made to Port Nelson during the season of 1914 without accident.

DARTMOUTH-DEANS BRANCH, I.C.R.

During the past year, work on this line has been progressing satisfactorily. The expenditure to date has amounted to about two-thirds of the total estimated cost, and it is anticipated that by the end of the current year the line will be practically completed. The right-of-way is entirely closed, and grading, which is being carried on at various points along the route, is now nearly complete, the balance remaining being mostly train fill from borrow pits. Track has been laid to 26·5 miles beyond Dartmouth. Satisfactory deposits of gravel have been found along the route and ballasting will be proceeded with during the coming season. The work is under contract with Messrs. M. P. and J. T. Davis.

CHAUDIERE RIVER BRIDGE.

This bridge, which is a double-track structure 760 feet in length, is located on the short connecting line which runs from the south end of the Quebec bridge to the I.C.R. main line. Early in 1912 it was found that the centre or midstream pier was in a dangerous condition, the upstream end of the pier having been badly undermined from scour, causing a considerable settlement at this end of the pier, and a bad crack in the masonry. A thorough examination of the conditions showed that it would be

necessary to take down and rebuild the pier and carry it down to solid rock formation, supporting the superstructure of the bridge on temporary work during this construction. This work, which was started in the latter part of 1912, has been under way during the past year. The upstream end of the pier has now been removed and rebuilt and the work of reconstructing the other end of the pier has been begun. It is expected that the entire new pier will be completed by the end of next season and temporary supports removed. Mr. Geo. N. Otty is the engineer in charge and the work is being carried out under contract with Messrs. M. P. and J. T. Davis.

SUBSIDIZED RAILWAYS.

A large amount of work has been handled during the year both in the office and in the field in connection with the inspection of subsidized railways. There were during the past fiscal year eighteen such roads under construction distributed over nearly every province in the Dominion.

I have the honour to be, Sir,
Your obedient servant,

W. A. BOWDEN,
Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister,
Department of Railways and Canals,
Ottawa.

QUEBEC CANALS,
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, July 10, 1914.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1914.

The Quebec Canals Division comprises the Lachine and Soulanges Canals on the St. Lawrence route; the Ste. Anne's, Carillon and Grenville Canals on the Ottawa river, and the St. Ours and Chambly canals on the Richelieu river.

Of these the Lachine canal is by far the most important owing to its immediate connection with the harbour of Montreal.

LACHINE CANAL.

Length, 8½ miles; total rise, 45 feet; 5 locks, 270 feet x 45 feet, with 14 feet of water on sills; 5 old locks, 200 feet x 45 feet, with 9 feet of water on sills, still available to navigation.

OPERATION.

Navigation was carried on without interruption throughout last season, no accident of any importance having occurred between the opening on the 22nd April and the closing, which took place on the 8th December, 1913.

REPAIRS AND RENEWALS.

The principal works of repair performed during the year were as follows:—

Spare gates.—

Nineteen pairs of spare gates, which are kept submerged at convenient points, were carefully examined and made ready for an emergency.

Mooring posts.—

One hundred and ten wooden mooring posts were removed and replaced by cast-iron ones set in concrete.

Masonry and concrete work.—

The walls of the locks, weirs and bridge piers were pointed and grouted as far as was possible during the time the canal was unwatered in March and April.

A number of broken coping stones on new locks Nos. 3 and 4 were removed and replaced by re-inforced concrete.

Concrete side-walks were laid at each end of Wellington and Brewster's bridges, and a piece of concrete wall, 300 feet in length, was built between the south abutment of the Grand Trunk Railway bridge at Wellington street and the north west corner of Wellington basin.

Buildings.—

Pretty extensive repairs to the canal buildings were performed during the year. These buildings comprise residences for three foremen in the Mill street yard, shops, both in this yard and on the northwest side of the canal dry dock, statistical officer's and time-keeper's offices; lock and bridge houses and seven sheds.

Life protection appliances.—

All the existing appliances were kept in a safe condition; 75 additional iron ladders were permanently set in the walls of the canal and 85 life-saving sets consisting of a wooden buoy, 50 feet of strong line and a pole 22 feet long, with grappling prongs attached, were placed at different points along the canal banks and at the locks and bridges.

CAPITAL.

Concrete vertical walls.—

Five thousand four hundred lineal feet of wall were built during the season of navigation. Another section about 3,000 feet in length still remains to be done under this contract.

With the exception of a short piece near the Lachine locks, the canal slopes are now lined with concrete, from Cote St. Paul to Lachine.

The work is being done under contract by Messrs. Quinlan and Robertson.

Improvements at lock No. 4.—

This work, which is being done under contract by Messrs. Quinlan, Robertson and Miller, had progressed very satisfactorily last summer. At the close of operations in the fall, all the foundation walls of the new power house and the piers for the weir race ways, had been nearly completed. On the 1st March, 1914, the canal was unwatered and, by the end of the fiscal year, practically all the portions of the work which are to be submerged were in such a state of advancement as to ensure their completion within a couple of weeks. A section of the south retaining wall, about 180 feet long, immediately above the headrace had also been built.

Rebuilding St. Gabriel shed No. 1.—

This shed was burned in April 1913 and is now being rebuilt in steel, with concrete floor. Its size is 750 x 63 feet as against 750 x 40 feet in the old wooden shed.

The steel work was supplied and erected under contract by the Canadian Bridge Co., of Walkerville, Ont., and the roof was put on, also under contract, by the Westmount Plumbing and Heating Co., of Montreal.

DREDGING.

The dredging fleet was engaged during the month of May 1913 in removing stone blasted off the banks of the canal below the Lachine locks, and, also, doing some cleaning a short distance above Cote St. Paul bridge. On the 26th of that month it had reached Coteau Landing and was employed in excavating the new channel in the entrance of the Soulanges canal until the middle of November, when it was sent down to St. Anne, to do some cleaning in the upper entrance to the lock. The vessels went into winter quarters at Montreal on the 26th of that month.

REPAIRS TO VESSELS.

The Quebec canals dredging fleet comprises two steam tugs, the *Frank Perew* and the *Carillon,* one steam spoon dredge, one floating steam derrick, three dump scows, one of which was built during last winter, thirteen flat scows and a floating storehouse.

All these vessels were carefully repaired after the close of navigation in 1913 and were in very good condition when work was resumed in May last.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on the sills; total rise 84 feet.

OPERATION.

This canal was opened on the 24th April and closed on the 7th December, 1913.

Navigation on this canal was carried on without interruption throughout last season.

On two different occasions however, serious accidents were only avoided by the presence on the lower gate of lock No. 2, of the Manny protection beams.

The southeast leaf of that gate was struck by the steamer *E. A. Ames,* on May 15, and by the steamer *Majestic* on June 23, 1913.

In both cases a binding piece and the platform on the gate were broken, but the gate proper did not suffer any injury.

The protection beams, however, were so badly bent and distorted as to be of no further use. They nevertheless performed their function very well, preventing the gate from being thrown down, which certainly would have resulted in very considerable damage to the canal banks and lock below, not to mention a serious interruption of navigation.

REPAIRS AND RENEWALS.

Locks.—The mechanism of the Stoney sluices of locks Nos. 2 and 3 was renewed during the winter.

Cast-iron mooring posts.—The work of enlarging the concrete bases of the original mooring posts was continued last year and 21 of them were so repaired.

Canal slopes.—Several hundred yards of stone from the canal quarry were deposited on the slopes at points requiring immediate attention.

Fences.—Two miles of new fences have been built.

Store-keeper's lodgings.—These lodgings, which occupy two stories over the canal store, and which were damaged last fall by a fire in which two women and a child lost their lives, were duly repaired and a temporary life saving ladder provided.

Painting.—The following buildings and structures were painted during the year. All the lock houses and lock gates, also the electric poles on the whole length of the canal.

INCOME.

Rebuilding end of lower entrance pier.—About 50 feet in length of the south pier forming the lower entrance to this canal, had fallen down in 1912, it having been undetermined by the streng currents existing here at high water.

The necessary appropriation for its rebuilding having been provided, the contract for the work awarded to Messrs. Quinlan and Robertson on September 26, 1912.

After procuring the necessary timber for the cribwork foundation and removing part of the debris, the contractors decided not to proceed any further, the season being too far advanced.

Embankment at regulating basin No. 2.—The outside slope of the embankment at the northeast corner of regulating basin No. 2, which had slid down owing to infiltrations of the basin's water, was carefully reformed and partly sodded before the winter set in. A trench was excavated down to the rock at the foot of the inside slope and filled with concrete. Although the basin has not yet been refilled, it is confidently expected that this very troublesome leak has been stopped for good.

Spare lock gates.—All the spare lock gates, which had been submerged in the protection dock outside of the canal for the last twenty years, were hauled out of the water, repaired and placed on carefully prepared and even beds in regulating basin No. 1. In this connection some expensive patterns had to be procured, as the original ones could not be traced. It is the intention to have a complete set of these patterns made and to purchase spare castings for the lock gates during the present year.

Electric machinery.—Machinery for electrically operating the two small swing bridges at locks Nos. 3 and 4, was designed and the appliances purchased last winter. At the time of writing the motors are practically installed.

Freight shed.—A one story brick building 20 x 30 feet, with concrete floor, was erected on the north bank of the canal, between locks Nos. 1 and 2. It will be used as a temporary shelter for goods received by boat for canal purposes.

Rolling bridge.—A small steel rolling bridge was supplied by the Phœnix Bridge and Iron Works and erected over the entrance to Regulating Basin No. 1, in place of the old wooden floating span, the operating of which was sometimes difficult owing to the fluctuations of the level in the reach.

Equipment.—A 2-stage turbine pump, directly connected to a 10 H.P. electric motor and 200 feet of 2-inch hose were procured for fire protection and watering purposes, and a ¾-inch electric drill, with 10 feet of flexible shaft have been added to the equipment of our machine shop.

CAPITAL.

Protection works at upper entrance.—All the cribwork foundation of the breakwater, that of the lighting pier and some 600 feet of that of the extension to the guide pier, were constructed and put in place before the close of navigation last fall. The excavation of the new channel by the Quebec canals dredging fleet also progressed very satisfactorily and it is hoped that the whole of this work will be completed before the winter sets in.

Steel stop logs.—A set of 16 steel stop logs, 47 feet 6 inches in length and 16 inches high, were purchased from the Dominion Bridge Company for use at lock No. 5, in case of accident or when it is desired to unwater the lock or the upper reach. Both ends of the canal are now equipped with reliable stop logs.

STE. ANNE'S LOCK.

Length ½ mile, one lock 240 x 45 feet, with 9 feet of water on the sills. Old lock still available 200 x 45 feet, with 6 feet of water on the sills. Rise 3 feet.

OPERATION.

This lock was opened to navigation on the 22nd April and closed on the 14th December, 1913, no interruption in the passage of vessels having occurred during the season.

REPAIRS.

Besides ordinary maintenance repairs, the following items of work were performed during the year.

Upper guide pier.—The face and rear timbers in this pier were renewed on a length of 200 feet from a course one foot below low water mark to the top. It is the intention to permanently renew the top of this pier in concrete in a year or two.

Buildings.—Both the overseer's and statistical officer's offices and lodgings were painted, the floors renewed and water service installed.

Mooring posts.—Twelve wooden mooring posts were replaced by heavy cast-iron ones.

INCOME.

Upper pier between locks.—The contract for rebuilding in concrete the top of this pier from one foot below low water mark was awarded to the Montreal General Contracting Company, on the 8th October, 1913. Owing to high water in the Ottawa river, the contractors were unable to complete their contract last fall. At the close of navigation, however, the concrete work was built from the pier of the old lock to about 20 feet around the north end of the pier. The work will be continued this summer.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length, ¾ mile; 2 locks, 200 x 45 feet, with 9 feet of water on the sills. Total rise 16 feet.

Grenville Canal.—Length, 5¾ miles; 5 locks, 200 x 45 feet, with 9 feet of water on the sills. Total rise 45¾ feet.

OPERATION.

These canals were opened on April 22, and closed on November 30, 1913. Navigation was not interrupted during the season.

REPAIRS.

There is nothing to record here, under the above heading, beyond general maintenance work.

INCOME.

Lengthening apron of submerged dam.—During the spring freshet last year, a few cribs forming part of the apron of the dam were carried away. It had been the intention to lengthen that portion of this apron so as to bring it in line with the rest of it.

The work was done by day labour under the supervision of the head foreman of the Carillon and Grenville canals and successfully completed at the end of October last.

ST. OURS LOCK.

Length, ¼ mile; one lock, 200 x 45 feet, with 6½ feet water on the sills; rise 5 feet.

OPERATION.

This lock was opened to navigation on the 15th April and closed on the 30th November, 1913. No accidents or interruption of the traffic occurred during the season.

I have to record here the demise of Mr. Alfred Coderre, late overseer of this lock, and the appointment of Mr. François Robillard as his successor.

REPAIRS.

There is nothing to mention beyond the usual maintenance work.

INCOME.

Boom piers.—The three concrete boom piers which could not be completed during the season of 1912, were finished last fall. The replacing of all the wooden piers, both above and below the lock, by permanent concrete ones is now completed and the cost of maintaining them in good condition will, in future, be reduced to a minimum.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet, with 6½ feet of water on the sills; total rise, 74 feet.

OPERATION.

This canal was opened to navigation on the 22nd April and closed for the winter on the 1st December, 1913, navigation being conducted without interruption during that period.

REPAIRS.

The most important items of work performed here under the above heading were the following:—

Syphon culvert.—One syphon culvert, which was out of order was thoroughly repaired and both inlet and outlet renewed.

Electric lighting.—The electric light line along the canal was completed, there remaining only a short section to build from the new wharf above the Central Vermont Railway bridge, at St. Johns, to the breakwater, a distance of some 800 feet. The switch board in the power station, the delivery of which was long delayed, was finally set in working order for the opening of navigation.

Lock No. 2.—In order to stop leaks through the west wall of this lock, a trench was dug along the rear face of it for its entire length and a coat of concrete laid, 10 inches in thickness, which has made the wall watertight.

Buildings.—The foundation walls and the floor of the saw-mill were renewed, and the old brick floor in the machine shop was removed and relaid in concrete.

Tail-race of waste weir at electric power house.—The lower section of the walls of this tail-race, which were in bad condition, were taken down and rebuilt in concrete on a length of about 100 feet.

INCOME.

Swing bridge at Larocque's crossing.—The old wooden swing bridge at this point was replaced by a steel span 63 feet long by 14 feet wide, built and erected, under contract, by the Hamilton Bridge Company, Hamilton, Ont. The remodelling of the substructure was done by day labour.

New lock gates.—Two pairs of new lock gates were built by the canal repair staff during the winter.

Regulating weir at Fryer's Point.—The old wooden weir at this point was rebuilt in concrete. The new structure is 47 feet long and 32 feet wide. It is provided with three passageways; the ones at each end, each 10 feet wide, are closed by stop logs over which the water overflows when it rises above normal level, whereas the centre one, 12 feet in width, is provided with steel sluices permitting to drain the canal to the bottom.

Dredging.—A considerable amount of work was done here by the Chambly canal spoon dredge, in deepening the basin above the Central Vermont bridge, at St. Johns. The material excavated was deposited behind the wharf built at that point three years ago by Messrs J. G. Poupore & Co. The basin referred to is not yet completed and the work will have to be continued for one or two seasons more.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is no longer under the direct control of the department. Some works connected with it are, however, still maintained by us.

HUNGRY BAY DYKE.

REPAIRS.

The weeds on the whole length (5 miles) of this dyke were cut twice during the summer and two miles of ditches were cleaned. The dyke proper, the road on top of it and the stone walls built as a protection for the lake shore were kept in good order.

The crushed stone purchased in 1912 was used last summer in filling holes and ruts in the macadamized roadway.

LAKE ST. FRANCIS.

INCOME.

Protection of shores.—During the winter, nine sections of dry wall, aggregating 3,810 feet in length were built at such places as required immediate protection. Of this total, 2,100 lineal feet were laid along the south and 1,700 feet along the north shore of the lake.

In addition to this, the walls already built were repaired on a distance of 4,860 feet, a considerable quantity of new stone being used for such repairs.

VALLEYFIELD DAM.

This dam was built in 1852 in connection with the Beauharnois canal, to close the channel separating the mainland from the Grand Ile de Beauharnois. Its upper side was then lined with cribwork which served as a dock, and this cribwork being in a very dilapidated condition, it was decided to face it with concrete and make the dock a permanent one. The contract for this work was awarded to Messrs. Cossette & Company, on the 26th July, 1913. Work was commenced a few days later, but, owing to lack of proper plant, the contractors did not accomplish anything worth mentioning. The contract has since been cancelled and the work will be executed during the year 1914-15.

The works under the heads of Capital and Income, on the Lachine canal, are under the immediate supervision of Lt. Col. H. R. Lordly, C.E., and Mr. L. S. Pariseau, C.E., is in charge of Capital and Income work on the other canals of this division.

I have much pleasure in stating that both of these gentlemen and the staffs under them have discharged the duties entrusted to them during the last year in a manner very creditable to themselves.

I have the honour to be, sir,
Your obedient servant,

ERNEST MARCEAU,
Superintending Engineer, Quebec Canals.

QUEBEC CANALS.

STATEMENT giving dates of opening and closing of the Quebec Canals during the fiscal year 1913-14.

Canal.	Opening.	Closing.
	1913.	1913.
Lachine Canal	April 22	December 8.
Soulanges Canal	April 19	December 7.
Chambly Canal	April 21	November 30.
St. Ours Canal	April 15	November 30.
St. Anne's Canal	April 19	December 4.
Carillon and Grenville Canals	April 21	November 29.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1 at lower entrance and new Lock No. 5 at upper entrance during the fiscal year ending March 31, 1914.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5 Upper Sill.			
	Highest.		Lowest.		Highest		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	40	4	20	6	20	6	17	11
May	21	8	18	8	19	9	18	2
June	19	0	16	7	18	7	17	0
July	16	6	15	9	17	0	16	4
August	15	10	14	11	16	4	15	8
September	15	7	14	6	15	11	15	5
October	16	5	14	5	16	2	15	2
November	16	4	15	0	17	2	15	8
December	16	6	15	1	16	4	15	6
1914.								
January	33	2	17	0	17	2	15	6
February	29	2	23	11	16	4	14	2
March	28	2	22	9	16	8	13	11

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 5 at upper entrance during the fiscal year ending March 31, 1914.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	22	5	20	6	18	8	17	6
May	21	4	20	1	17	8	17	3
June	20	1	18	9	17	8	17	5
July	18	9	18	6	17	6	17	3
August	18	0	18	0	17	3	16	8
September	18	0	17	5	17	0	16	7
October	18	2	17	5	16	8	16	4
November	18	6	18	0	17	0	16	4
December	18	5	18	0	16	6	16	2
1914.								
January	19	8	18	2	17	6	16	1
February	27	3	19	9	17	2	15	5
March	28	2	22	9	16	8	13	11

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9 at lower entrance and Lock No. 1 at upper entrance during the fiscal year ending March 31, 1914.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	21	6	15	5	13	7	11	5
May	15	6	12	7	11	7	9	8
June	13	0	10	7	10	6	8	11
July	10	10	9	0	9	2	7	11
August	10	3	8	9	8	9	7	5
September	9	4	8	5	7	10	6	9
October	9	11	8	0	8	9	6	9
November	9	7	8	2	9	3	7	5
December	9	2	8	0	8	11	7	7
1914.								
January	9	2	7	10	9	3	8	3
February	9	9	8	8	9	5	8	10
March	15	4	9	0	11	10	9	4

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours Lock, during the fiscal year ending March 31, 1914.

Months.	Lock No. 1, Lower Sill.				Lock. No. Upper Sill.			
	Highest.		Lowest.		Highest		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	21	4	15	1	17	0	12	2
May	15	9	12	1	12	4	10	1
June	12	6	9	3	10	11	9	4
July	9	3	8	0	9	6	8	1
August	8	2	7	0	9	7	8	1
September	8	0	6	6	9	7	8	8
October	9	0	6	6	9	10	8	4
November	8	9	7	6	9	10	7	10
December	8	4	7	7	8	9	7	6
1914.								
January	11	2	8	8	8	2	7	5
February	11	1	9	7	8	4	8	0
March	14	5	10	0	11	0	8	1

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 2 at upper entrance during the fiscal year ending March 31, 1914.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest		Highest.		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	19	7	17	6	17	1	16	4
May	19	4	16	2	18	7	15	2
June	16	0	13	4	15	4	12	3
July	13	2	12	4	12	0	11	0
August	12	3	11	6	10	10	10	2
September	11	10	11	4	11	0	10	2
October	13	8	11	4	13	0	10	10
November	14	4	13	2	13	10	12	6
December	14	5	13	0	13	11	12	3
1914.								
January	13	8	13	0	16	6	12	3
February	15	0	12	11	16	5	13	10
March	15	2	12	10	13	7	11	5

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance and Lock No. 7 at upper entrance during the fiscal year ending March 31, 1914.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	23	4	21	0	19	4	18	2
May	23	11	19	4	20	8	16	11
June	19	2	15	6	16	8	13	0
July	15	4	13	11	12	11	11	4
August	13	10	13	0	11	4	10	3
September	13	4	12	9	10	7	9	9
October	15	10	12	11	13	6	10	1
November	16	10	15	0	14	5	12	7
December	17	0	14	11	14	7	12	6
1914.								
January	21	6	16	2	12	6	11	2
February	23	3	19	5	11	5	10	10
March	20	1	15	4	14	0	10	6

STE. ANNE'S LOCK

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne's Lock at the lower and upper entrances during the fiscal year ending March 31, 1914.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill			
	Highest.		Lowest.		Highest.		Lowest.	
1913.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
April	15	8	14	0	16	6	15	7
May	14	10	13	4	17	2	14	5
June	13	5	12	1	14	5	12	1
July	12	0	11	6	11	9	11	1
August	11	5	10	10	11	1	10	4
September	11	0	10	6	10	5	10	0
October	11	3	10	2	12	3	10	2
November	11	7	10	11	12	8	11	8
December	11	5	10	8	12	10	11	6
1914.								
January	12	5	10	10	12	0	11	4
February	11	11	10	8	13	1	11	3
March	12	3	9	8	13	0	11	1

ONTARIO—ST. LAWRENCE CANALS.
SUPERINTENDING ENGINEER'S OFFICE.
ONTARIO-ST. LAWRENCE CANALS.

SIR,—I have the honour to submit my annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1914.

The Ontario-St. Lawrence canals comprise the Cornwall, Farran's Point, Rapide Plat and Galops canals, the north channel below Prescott on the River St. Lawrence, and the Murray canal between the head of the Bay Quinté and Brighton bay on the north shore of Lake Ontario.

CORNWALL CANAL.

The Cornwall canal was opened for navigation on April 16 and closed December 13, 1913, and was operated throughout the season without any serious delay to navigation.

Accidents.—On October 30 about 10 p.m. the barge *Cornwall,* belonging to the Montreal Transportation Company, loaded with wheat, while being towed down canal, struck the north bank a short distance below Lock No. 21 and swung across canal, where she remained for 14 hours. She was then found to be leaking too badly to proceed through the canal and was beached opposite the upper dam, where she still lies partially under water but well out of the way of navigation.

On November 6 at 10 a.m., steamer *John Lambert,* upbound, struck the upper gates of Lock No. 19, partially unmitred them and broke a suspension rod. At exactly the same time the steamer *Querida,* downbound, struck the upper gates of Lock No. 21 forcing the top of one gate almost at right angles to lock and colliding with the steamer *Windsor,* which was at the time in the lock. One heel casting and one suspension bar, all the binders, and portions of the valve machinery on the gates were broken, and the gates badly twisted. Temporary repairs were made, the gates straightened up, and navigation was resumed at 4 p.m.

Renewals and Repairs.—A portion of the masonry retaining wall, 75 feet in length, below large waste weir at Lock No. 17, was rebuilt. Six hundred and seventy lineal feet of rip-rap on south bank west of Cornwall bridge was rebuilt and faced with concrete.

Six of the old automatic valves in guard weir above Lock No. 20, which had become so badly warped that it was impossible to close them, were removed and replaced with new and stronger valves.

The opening attachment on south gate at guard gates above Lock No. 20 was repaired and strengthened.

Extensive repairs were made to rip-rap between upper dam and Lock No. 21.

The old gates, timber platform, and mitre sills at the head of old Lock No. 20 were removed and a concrete dam, surmounted by a reinforced concrete service bridge, was constructed across the lock in the upper recess.

All of the standing lock gates on the canal received one coat of paint and the operating machinery and valves in both lock gates and supply weirs were thoroughly overhauled and repaired and the machinery painted.

The old wooden intake and bridge at the Stormont Electric Light and Power Company's weir on the south side of canal west of the Cornwall bridge, which were badly decayed, were removed and rebuilt in reinforced concrete by the Company.

The above repairs were attended to while the canal was unwatered during the month of April, 1913.

Ten cast-iron mooring posts, set in concrete bases, were placed on the north bank west of old lock No. 17, three on each side of old lock No. 17, six on the south bank west of Cornwall bridge, seven on south bank east of lock No. 18, six on south bank west of lock No. 18, six on south bank west of the O. & N. Y. Ry. bridge and eight on south bank of lock No. 20, and twelve of the smaller size were placed along the south side of the repairing basin.

The concrete ways on the north side of the repairing basin in the low level were raised three feet to give better facilities for the repairing of boats.

A concrete sidewalk, 500 feet in length, was constructed on the south bank west of Cornwall bridge, leading to the overseer's house.

The coping of south west retaining wall above lock No. 18 for a distance of 350 feet was lifted, damaged stones redressed, and the whole reset to a line six inches back of face of wall and the course below coping chamfered off to meet new line, the coping being also reinforced behind with concrete. The northwest entrance wall at this lock, 30 feet in length, was treated in a similar manner.

A small reinforced concrete bridge was constructed over the intake to the water-works pumphouse in south bank above lock No. 18. The coping on the south side of lock No. 19 was reinforced behind with concrete and concrete bases of mooring posts lifted and levelled.

The coping of northeast entrance wall at lock No. 20, damaged by steamer *Derbyshire* on May 22, 1913, was lifted, reset, and reinforced behind with concrete.

The coping on south side of lock No. 21 was reinforced behind with concrete and the coping of northwest entrance wall at this lock was lifted and relaid.

The old wooden culvert under highway at Mille Roches carrying drainage to old canal, and which had partially caved in, was removed and rebuilt in concrete.

Extensive repairs were made to the tarred felt roofing on large wood working machine shop.

On April 17 the lower gates in lock No. 17 were taken out and replaced with a pair of square gates. The gates removed were repaired and held for spare gates. On April 18th the south upper gate in lock No. 17 was taken out, a broken step removed and replaced with new one, and gate restepped. The upper gates from old lock No. 20 removed when concrete dam was constructed across this lock, were rebuilt and placed in upper recess of old lock No. 17 above the repairing basin, and the gates removed from old lock No. 17, for which there was no further use, were taken apart, the sound timbers sawed into plank and placed in stock. The lower gates at lock No. 21 were removed on October 3 and replaced with spare gates. The gates removed were at once repaired and placed in the upper recess of this lock in place of the gates damaged by steamer *Querida* on November 6, which were placed in the repairing basin and repaired during the winter. On December 3 the lower gates of lock No. 15 were taken out, placed in repairing basin and are now being repaired. They were replaced with a pair of spare gates.

During the winter new top bars, mullions, bridge planks and foot bridges were framed and made ready for the guard gates above Lock No. 20. The work of removing the old top timbers from these gates, which are badly decayed, and the placing of the new timbers will be completed before the opening of navigation.

The coping of the northeast hollow quoin of Lock No. 15, which was badly broken, was removed after the close of navigation, a new hollow quoin stone dressed and set, and all of the coping stones around the hollow quoin and chain well were lifted, reset, and dressed to proper line.

One thousand one hundred and eighty-five lineal feet of oak waling was placed on face of masonry wall on the north side of canal east of the Cornwall bridge. The

same length of life chain was also placed along this wall below the waling and 551 feet of life chain was placed on face masonry wall on the south side west of Cornwall bridge.

One section of the floating boom at the head of Lock No. 21, 95 feet long, was placed in the repairing basin after the close of navigation last season and repaired and strengthened during the winter.

Four sections of floating boom at Cornwall bridge, each 72 feet long, were also placed in repairing basin at the same time and rebuilt during the winter.

Both of the swing bridges on the canal received one coat of paint.

The roofs of the watch houses and transformer houses at all of the locks received one coat of paint.

Ordinary repairs to lock gates, fences, banks, and stone protection were promptly attended to, as well as the cleaning of ditches, cutting of weeds, etc.

Gardening.—During the season over 600 native trees and a large number of shrubs were set at various places along the canal. The grounds and flower beds at the various locks and parks along the line of canal were well looked after and presented a very attractive appearance. This portion of the ordinary work has expanded very much during the last few years and new sections of the canal are being improved from year to year. A large number of bedding plants are purchased each season for this work and I beg to strongly recommend the erection of a small greenhouse for the propagation of these plants by our own gardener, who is a most competent man.

The top courses of timber crib forming foundation for light house at the east end of St. Regis dyke about two miles below the Cornwall canal, and which had been seriously damaged by ice, were rebuilt and the stone protection along the face of dyke relaid where necessary.

Improvements.—The work under contract with Mr. G. R. Phillips for the improvement of the lower entrance to Lock No. 15 was completed in a satisfactory manner last season with the exception of some sodding which will be attended to early this season. This work as completed provides a safe and easy approach to this lock from the river and also provides much more harbour room for vessels waiting to pass through the canal.

A contract was entered into with The Kennedy Construction Company in December, 1913, for improving lower entrance to Lock No. 20.

The work consists of the removal of the present old entrance cribwork, 100 feet in length, which is in a very bad state of repair, and the construction in its place, and extending eastwards, of a concrete entrance wall, the total length of which will be 200 feet.

Work on this contract was commenced on December 16, and by January 3 the contractors had removed the top seven feet of the old cribwork, the water in this level of canal being lowered 4 feet to enable the work to be done.

During the winter all of the gravel required for the construction of the concrete wall was delivered, cement shed erected, cement delivered and stored, material for forms and necessary plant placed on ground, and every preparation made to resume operations as soon as water was drawn off canal.

The canal was unwatered on March 23 and the contractors at once resumed operations, removing old cribwork, building cofferdams, and preparing foundation for new concrete wall east of old cribwork.

The work will all be completed before May 15.

Surveys.—Two small survey parties were employed for about four months during the summer of 1913 at the work of obtaining elevations of the ground along the north side of the St. Lawrence river to determine the feasibility of constructing a deep water canal between the deep water below Prescott and a point at or near the mouth of the Ottawa river.

The area covered comprises a strip of land from two to four miles wide on the north side of the St. Lawrence river between Cardinal and Lancaster.

From these levels a fairly accurate contour map has been prepared on which several locations have been shown and from which profiles of the different locations are being plotted and approximate estimates prepared. The field work between Lancaster and the Ottawa river will be completed during the coming season by one party.

THE WILLIAMSBURG CANALS.

The Williamsburg canals were opened for navigation on April 15 and closed December 16, and were operated throughout the season without any delay to navigation.

Accidents.—On July 12, 1913, the steamer *Toiler,* upbound, while entering lock No. 23 of the Rapide Plat canal, collided with the high level entrance wall at the foot of the lock on the north side displacing and breaking some of the coping stones. The sum of $100 was deposited by the owners of the steamer to cover the cost of repairs, which will be made before the opening of navigation.

On November 24 the steamer *Cadillac,* downbound, while entering lock No. 28, Galops canal, struck and slightly damaged the south upper gate. Repairs were promptly made and the cost defrayed by the owners of the boat.

Renewals and Repairs.—About 800 lineal feet of stone protection to banks near the head of the Farran's Point canal was rebuilt and large boulders were placed for a considerable length along the river shore of this bank to form a toe for future rip-rapping.

All of the lamp posts on both sides of lock No. 22 at Farran's Point, numbering 16, were moved back about 6 feet to the line of the mooring posts, to be out of the way of vessels' lines, and 7 lamp posts were placed on the new north entrance pier, gas pipe laid, and the whole connected up with the acetylene gas lighting plant.

The gas plant was thoroughly overhauled and all buildings and standing gates on this canal painted.

While the water was lowered in the Rapide Plat canal during the month of April, about 1,400 feet of the stone protection on the south bank opposite the village of Morrisburg was taken down and relaid and the rip-rap stone on the remainder of the south bank, which had rolled down the slope, was thrown back into place in readiness for hand-laying.

A quantity of large boulders was placed along the river shore of the bank, south of lock No. 24 to protect it against wash from the river, which had already made considerable inroads on the earth filling at this point.

The coping of the masonry wall on the south side of the lower entrance to lock No. 23 was lifted, reset, and reinforced behind with concrete, and the wall pointed.

All of the masonry walls in the vicinity of lock No. 23 had joints raked out and repointed above water line.

The high masonry walls on north side of canal in front of the village of Morrisburg were thoroughly repointed.

At lock No. 24 all of the masonry walls above water line were repointed.

About 2,000 lineal feet of the stone protection on south bank of the Galops canal, west of lock No. 25, were relaid.

A large watering place was constructed for Mr. Geo. A. Binion on the north side of the Galops canal, about two miles west of lock No. 25, to replace watering place destroyed during the enlargement of canal.

The two large valves on the north side of lock No. 25, used for filling the 500-foot chamber of this lock, were removed after the close of navigation, sent to our machine shop at Cornwall, and thoroughly repaired, shafts straightened, and new steps pro-

vided and fitted. They will be replaced in position before the opening of navigation. The removal and replacing of these valves had to be done by diver as no means were provided for the unwatering of the intake when lock was constructed.

Five reinforced concrete bridges were constructed over the Government ditch west of Iroquois, and three corrugated galvanized iron pipe drains were laid in ditch and covered to take the place of old wooden crossings which were badly decayed.

A reinforced concrete floor was placed in village power house at Iroquois, and the south wheel pit pumped out to allow of repairs being made to water wheels. A final settlement of all disputes arising from the construction of this power house by the department was thus effected.

The street along the north side of the canal boundary, west of the weir, in the village of Iroquois, was drained, graded and macadamized.

A portion of the roof of the lockmaster's house at lock No. 25 was reshingled, and a hot air furnace installed in a satisfactory manner.

Two hundred and fifty lineal feet of 9-inch tile drain was laid in ditch across canal property, south of lock No. 25, and ditch filled in.

Forty-four large cast-iron mooring posts, set in heavy concrete bases, were placed at lock No. 25.

Some pointing was done on the masonry walls of locks No. 27 and No. 28, as well as the weir walls and entrance walls to these locks.

The grounds around all the locks are being gradually levelled up and seeded, the flower beds are neatly kept and a large number of small trees and shrubs were planted at various places along the canals.

Ordinary repairs to gates, buildings, bridges, weirs, and banks were attended to, as well as the cleaning of ditches, cutting of grass and weeds, etc.

IMPROVEMENTS—FARRAN'S POINT CANAL—IMPROVING LOWER ENTRANCE.

The work under this contract, which was awarded to The Randolph MacDonald Company, Limited, on the 22nd of May, 1911, was finally completed in a satisfactory manner in August, 1913.

The work embraced the removal of the old cribwork pier on the north side of the lower entrance to this canal, down to the low water line and replacing it with concrete wall, a length of 750 feet, and the extension of the cribwork pier with concrete walls on top for a further distance of 1,140 feet, besides the necessary dredging to provide proper foundations for cribs.

The work as completed has vastly improved the entrance to this canal and vessels upbound have now no trouble when approaching the lock, if they are properly handled, in spite of the treacherous eddy at this point.

RAPIDE PLAT CANAL—IMPROVING LOWER ENTRANCE TO LOCK NO. 24.

This work, which is under contract to Messrs. Roger Miller and Sons, comprises the widening and straightening of the canal immediately below the lock, and the construction of a timber and concrete approach wall on the north side of the lower entrance to lock. Of the work under this contract there now remains to be done only a small quantity of dredging, which will be completed early this season.

GALOPS CANAL—LOCK NO. 28.

The position of this lock, which surmounts the Galops Rapids, is open to the river at each end and unprovided with guard gates which can be used when a down-bound vessel is entering the lock, made it imperative that some means be provided for closing the lock in the event of an accident to gates.

Three steel lattice girders designed to be placed, in case of emergency, in the stop log checks at head of lock, furnishing support for a timber bulkhead, are now lying on south side of lock.

A contract with the Dickson Bridge Company was entered into on December 31, 1913, for the construction and erection of a steel bridge to be swung across the lock for the purpose of lowering steel girders into position.

This bridge will be erected in position before May 31.

Surveys.—The survey for the extension of the upper entrance of the Rapide Plat canal to make it possible for downbound vessels, drawing 14 feet, to use this canal during periods of low water, was completed last season. The whole of the location of the proposed new entrance has been sounded and cross-sectioned. As the canal is at present it is not safe for large boats to enter it from above. The Rapide Plat opposite this canal is shallow, and in season of low water, boats have to lighter to 13 feet in order to pass through this rapid.

MURRAY CANAL.

The Murray canal was opened for navigation on April 10 and closed on December 10, and was operated throughout the season without serious delay to navigation.

Accidents.—On May 10 the three-masted schooner *Major N. H. Ferry,* west bound, collided with one of the piers of the Central Ontario Railway bridge, and sunk in canal a short distance east of the Smithfield road bridge. No damage was done to bridge and no delay was caused to navigation.

A good deal of trouble was experienced in the raising of this vessel and it was not till June 10 that she was finally removed from the canal. It was necessary to close the canal to navigation from 3 p.m. May 30 to 10 a.m. May 31 to allow wrecking plant to work to advantage. After removing her from canal she was abandoned by the owners and sunk in the Bay Quinté about one mile east of the canal and close to the south shore.

On July 9 the steamer *North King,* west bound, struck the east rest pier of the Trenton road bridge displacing several of the coping stones.

On July 22 the same steamer, east bound, struck the west rest pier of the Smithfield road bridge, displacing eleven coping stones.

In both cases repairs were promptly made by the canal staff and the cost of same paid by the owners of the vessel.

On October 6 the barge *Sophia Minch* in tow of the steam barge *John Rolf,* struck the east pier of the Smithfield road bridge, displacing two coping stones. The damage was promptly repaired and cost defrayed by the owners of the barge.

Renewals and repairs.—All of the buildings on this canal received one coat of paint. Two rooms in foreman's house were repapered and inside woodwork painted. Three rooms in bridgeman's house at Smithfield road bridge were repapered. The inside woodwork in bridgemaster's house at C. O. Railway bridge was painted and cistern cleaned out and recovered.

About 10 miles of wire fencing along right-of-way was thoroughly repaired.

About 6,500 lineal feet of telephone line were erected along the north side of the canal between C. O. Railway bridge and the Smithfield road bridge and the canal telephone moved from the watch-house at the railway bridge and permanently installed in the canal foreman's house.

All necessary repairs were made to rip-rap, banks, and roads, all catch water and offtake ditches were kept clean and in good repair, grass and weeds kept cut, and minor repairs made to bridges and houses.

The sand spoil dump alongside of the bridgeman's house at the railway bridge was levelled down, graded around the house, covered with good soil and seeded.

Improvements.—The work under contract with the MacDonald Contracting Co., Limited, for the removal of certain high areas in the bottom of this canal, was completed in a satisfactory manner in June, 1914.

The bottom of canal is now clear to its original depth, eleven feet at low water stage in Lake Ontario. The final estimate for this work has been paid.

Surveys.—The survey to ascertain the extent and cost of the work necessary to provide a navigable depth in this canal of 14 feet at low water stage in Lake Ontario has been completed. An approximate estimate of the cost has been prepared and sent to the department.

The large increase of traffic through this canal during recent years, and the increasing number of vessels of the larger class using this waterway, would seem to warrant the deepening of this canal to permit vessels using it to load St. Lawrence canals draught, and vessel owners are urgent in their demands that this be done.

Attached are statements of fines and damages collected during the year, and highest and lowest water in river at each of the canals.

I have the honour to be, sir,
Your obedient servant,

C. D. SARGENT,
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ontario.

STATEMENT of Fines and Damages in Connection with "Ontario-St. Lawrence Canals," for the year ending March 31, 1914.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			$ cts.	$ cts.		
17	May 7....	Steamer Calgary	40 00		Richelieu & Ontario Nav. Co	Paid May 15.
17	" 14....	Steamer Carleton		20 00	F. E. Hall & Co	" May 19.
21	" 16....	Steamer Mapleton		10 00	Merchants Mutual	" May 24.
17	" 20....	Tug "Lyon C"		10 00	L. Cohen & Sons	" April 6, 1914.
G. Gates.	" 22....	Steamer Derbyshire	61 69		Brockville Transportation Co	" June 16.
21	July 11....	Steamer Harry E. Packer		25 00	Rogers Transportation Co	" July 16.
G. Gates.	May 28....	Steamer R. R. Rhodes	35 85		F. E. Hall & Co	" June 25.
21	Nov. 6....	Steamer Querida	289 63		Donaldson SS. Co	" Nov. 6.
19	" 6....	Steamer John Lambert	21 03		Great Lakes & St. L. Trans. Co	" Jan. 15, 1914.

WILLIAMSBURG CANALS.

22	June 3....	Steamer Compton		10 00	F. E. Hall & Co	Paid June 7.
23	July 12....	Steamer Toiler	64 35		Richelieu & Ontario Nav. Co	" July 26.
25	Aug. 11....	Steamer Iroquois		3 00	St. Lawrence & C. Nav. Co	" Aug. 24.
28	Nov. 24....	Steamer Cadillac	17 35	15 00	Merchants Mutual	" Apr. 23, 1914. (Damages). Paid Nov. 27 (Fine)

MURRAY CANAL.

Smithfield Bridge.	July 9....	Steamer North King	15 82		Richelieu & Ontario Nav. Co	Paid Aug. 5.
"	" 22....	Steamer North King	22 19		Richelieu & Ontario Nav. Co	" Aug. 19.
	Oct. 26....	Barge Sophia Minch	14 38		Point Anne Quarries	" Nov. 4.

Record of Highest and Lowest Levels of water on the "Ontario-St. Lawrence Canada," for the year ending March 31, 1914.

Months.	Cornwall Canal.				Farran's Point Canal.				Rapide Plat Canal.				Galops Canal.				Lift Lock.		Murray Canal.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1913.		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
April	17·9	16·5	17·9	16·8	19·8	19·1	20·0	19·5	20·2	18·6	19·2	17·5	23·8	21·0	18·0	17·2	19·0	17·9	15·2	14·5
May	16·8	16·5	17·5	16·9	20·0	19·2	20·4	19·6	19·8	19·2	19·3	18·0	23·0	22·2	18·0	17·4	19·0	18·0	15·5	15·0
June	16·8	16·0	17·7	17·2	20·5	19·4	20·7	19·9	19·9	19·3	19·5	18·8	23·1	22·1	18·2	17·6	19·5	18·7	15·4	15·2
July	16·7	16·3	17·7	17·0	20·1	19·4	20·5	19·8	19·8	18·9	19·9	18·5	23·0	19·8	18·8	17·5	19·8	18·5	15 2	14·6
August	16·4	16·0	17·3	16·3	19·7	18·3	19·9	18·7	19·3	18·0	18·9	17·6	22·3	20·3	17·6	16·4	18·8	17·4	14·8	14·2
September	16·1	15·4	16·7	15·9	18·8	18·0	19·2	18·4	18·7	17·2	18·2	17·0	21·5	20·0	17·2	16·0	18·0	17·0	14·5	13·7
October	15·9	15·2	15·6	14·4	18·9	17·2	18·8	17·4	18·4	16·7	17·9	16·1	21·0	19·2	16·6	15·5	17·7	16·0	13·7	13·4
November	15·8	15·1	16·5	15·5	18·9	17·3	19·4	17·7	18·3	17·1	17·8	16·2	21·1	19·3	17·3	15·6	18·3	16·3	13·5	12·8
December	15·6	14·8	16·5	14·8	18·0	17·1	18·5	17·8	18·0	15·7	17·8	16·0	20·8	19·3	16·3	15·0	17·4	15·6	13·6	13·0
1914.																				
January	28·2	15·0	16·7	14·6	18·7	17·2	17·9	16·5	17·9	16·5	16·8	15·5	19·8	18·0	16·0	15·0	16·8	15·8	13·2	13·0
February	27·9	21·6	18·0	14·9	20·5	17·4	20·7	18·0	18·4	15·6	16·5	14·3	19·5	17·5	15·7	13·9	16·0	13·9	15·3	15·0
March	25·1	20·2	16·1	14·9	20·0	17·8	22·0	18·0	17·1	15·3	16·5	14·3	20·0	17·5	16·0	13·7	16·6	13·7	13·3	12·8

ONTARIO-ST. LAWRENCE CANALS,
SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, April 1, 1914.

SIR,—I have the honour to submit my annual report on the St. Peter's Canal for the fiscal year ending March 31, 1914.

The canal was opened for navigation April 7, 1913, and closed January 9, 1914, and was operated throughout the season without interruption to navigation.

The total number of vessels of all classes that passed through this canal was 1,850, of which 1,333 were registered and 517 unregistered.

The unregistered vessels were chiefly fishing boats and other small craft measuring from 2 to 10 tons burthen. Following is a descriptive statement of these unregistered vessels:

DESCRIPTION.			TOTAL.		CARGOES—TONS.			
Sail.	Motor.	Aux.	Tonnage.	Pass.	Farm Produce.	Coal and Wood.	Fish and Bait.	Misc.
350	75	92	2239	205	4	47	189	74

Owing to want of proper repairs from time to time in the past the lock gates and their equipment are in such a condition that only by the strictest supervision and making constant minor repairs was it possible to keep the lock in operation throughout the season. The gates are becoming more difficult to operate every day owing to the condition of their hangings, toe rollers and segment plates.

The swing bridge over the canal near the lake entrance is also in very bad shape and will need to be replaced with a new one in the near future.

Necessary repairs were made from time to time to the lock gates and bridge. Wire netting was placed on each side of the swing bridge and all general repairs were attended to during the season.

A new freight shed was erected at the lake entrance to the canal in place of the old shed at the Atlantic entrance, which had to be removed on account of the works of improvement now being carried on.

An accident occurred on September 27th, between the hours of 7 and 8 in the evening, by which an elderly woman lost her life. She attempted to cross the swing bridge while it was being opened in spite of the fact that she was warned not to do so by the bridge men.

The coroner's jury returned a verdict of accidental death, attributing no blame to anyone.

IMPROVEMENTS.

The works of improvement, as designed, consist of the construction of a new lock and entrance at the Atlantic end of the canal.

This work, which is under contract with Mr. W. H. Weller, of St. Catharines, Ont., was commenced on May 4, 1912, and was carried on without interruption till January 9, 1913, when it was closed down for the season. Work was resumed on

April 15, 1913, and continued throughout the season up to February 7, 1914, when it had to be closed down on account of the extreme cold weather, the difficulty of securing a steady supply of efficient labour, and the need of extensive repairs to the contractor's plant.

The principal item of work accomplished at present on this contract, is earth excavation, and the extremely hard nature of this material (making necessary the constant use of dynamite to loosen the earth in front of the steam shovel) has greatly retarded the work, and progress up to the present time has been very disappointing.

The total amount of material excavated to date is 187,000 cubic yards, of which 110,000 cubic yards were excavated during the season of 1913.

As a result of new borings taken in February, 1914, to more accurately determine the surface of rock, it was found that there was very much less rock to be excavated than was originally estimated. As a result of these borings the fact was revealed that by far the greater part of the new lock as designed would not rest on solid rock.

In view of this fact I have recommended to the department that a new location for this lock be adopted and certain changes made in the location of the new entrance.

In order to carry out the work on the lines of the proposed change in location, it will be necessary to close the present canal to navigation for one year, which is perhaps the most serious matter to be considered in this connection, but the change proposed will materially improve the Atlantic entrance to the canal, from an operating point of view.

The whole matter is now under consideration and the work under contract is being held in abeyance by the contractor, awaiting the decision of the department.

I have the honour to be, sir,
Your obedient servant,

C. D. SARGENT.
Superintendent Engineer, Ontario-St. Lawrence Canals.

W. A. Bowden, Esq., C.E., Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, April 1, 1914.

SIR,—I have the honour to submit herewith, my report on the Rideau canal for the fiscal year ending March 31, 1914.

Navigation opened at Ottawa, on May 1, 1913.

Navigation opened at Kingston Mills, on May 1, 1913.

Navigation closed at Ottawa, on November 30, 1913.

Navigation closed at Kingston Mills, on November 24, 1913.

Navigation was uninterrupted throughout the entire season until the middle of November, when the water in Rideau lake had fallen about two inches below navigation height; but as the season closed in that vicinity about the 24th, inconvenience was only experienced for about ten days on account of low water.

The coping of the mitre sill of the middle lock at Hartwells locks burst up from water pressure in July; but navigation was only delayed for one Sunday.

The freshet of 1913, which was in progress when I wrote my last annual report, was passed through the various levels without damage, in spite of the fact that it was of longer duration and greater volume than for many years past—in fact it was remarkable where so much water came from, as the snowfall was very much below normal. I am of the opinion that the excessive rains of 1912-1913, which caused the levels to continue high all winter, were in reality the chief cause of the long continued period of high water, as they were all full when the freshet occurred.

The present freshet commenced on the 27th March ultimo, and so far, is the lightest I have ever known. It is not of course over by any means, nor in fact can it be said to have reached its height; but a great quantity of ice has already gone, and as the ice (which is of unusual thickness this year) is really what causes damage, I do not anticipate any injury to the structures or weirs, even if the water continues to rise.

The lockages at Ottawa were slightly fewer than last year, but from Hartwells to Smith's Falls there was a small increase in the number; whilst at Poonamalie there was a very large increase, the total for the season at that station being 5,602, an increase of 1,370 over the number of lockages in 1912. This is of course due to the ever increasing number of motor boats going into Rideau lake. From the Narrows lock to Kingston, the lockages last year show a small decrease in number from those of 1912.

The principal works and repairs carried out along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin).

Two new pairs of lock gates were framed and hung in locks Nos. 3 and 8. A new mitre sill was built in lock No. 4, and the sill of lock No. 2 was repaired. A new concrete coping is being laid on the sill of lock No. 3.

A fire occurred in the oil room in the storehouse, supposed to have been caused by spontaneous combustion. The shed was partially destroyed, but has been rebuilt and a new concrete floor laid thereon. The lock house was repaired, and portions of the interior were painted; and a new varandah built at the west side.

Small repairs such as grouting and pointing, were made to the masonry of the locks; and some new water boards put under the lock gates. A considerable portion of

the roadway round the basin was macadamized; and portions of the wharves were taken down and rebuilt—which latter work is still in progress. A new offtake drain and grating were placed at the wharf at the foot of Canal street. The electric light system round the locks and basin, from the Ottawa river to Laurier bridge was rebuilt—the arc lamps being discarded and replaced with tungsten lamps in clusters of four to each pole, all enclosed in clear glass globes with canopy on top. This system is a great improvement in every way, as we obtain a better light, and the cost of patrolling and carboning has been abolished, our own men looking after renewals, etc. The basin was cleaned out and deepened by our new dredge *Tay*, a much needed improvement, the work serving the double purpose of deepening the basin, and also affording a test under our own supervision of the working of the new dredge before we took her over from the contractor who built her.

OTTAWA EAST BRIDGE.

Small repairs were made to the roadway, and also to the pivot and rest piers. The corporation of Ottawa, with the consent of the hon. the Minister, built a sidewalk on the upstream side of the bridge last spring, suspended on brackets.

CONCESSION STREET BRIDGE.

Two new spring locks were placed at either end of the swing bridge, on account of the old latches having proved defective in jarring open, thus allowing the swing to partially open. Small portions of the bank between this bridge and Bank street were riprapped, and some gravel was placed on the road.

HARTWELLS LOCK STATION (2 Locks).

A new lay-by pier 125 feet long was built on the west side of the canal at the head of the locks. Some more dry stone walling was built along the east bank of the canal; and about 2,000 feet of the old dry stone wall was cemented in situ by Concrete Constructions Limited, with what is known as the "Cement Gun." This process consists of projecting dry sand and cement through a line of hose under air pressure, to a nozzle where it is met by a jet of water which hydrates the mixture and blows it into the interstices of the stone under a pressure of about 40 to 50 pounds per square inch. The permanent result of this method of grouting of course remains to be seen, but I think it should be fairly satisfactory; the chief fault, in my opinion, being the bespattered appearance of the walls when finished. It can be readily understood that projecting rich grout in this manner into a dry stone wall will solidify it; but it is almost impossible to do such work without covering up the face of the wall with the cement when projected with such force. Thus the face stones are splashed and partly covered up with cement, which may or may not flake off afterwards.

Otherwise the system would appear to be fairly satisfactory, particularly in open stonework which cannot be readily taken down and rebuilt.

Small repairs were made to the lock house and outbuildings and to the station generally.

The canal bank road requires to be thoroughly overhauled and macadamized, on account of the exceedingly heavy traffic over it; for which traffic, by the way, it was never intended or constructed. Portions will be put in shape this coming season.

HOGSBACK LOCK STATION (2 Locks, 1 Swing bridge).

Three of the large ice breaker cribs above the waste wiers were taken down to water level and rebuilt and filled with stone. Portion of the back of the dam was repaired with stone, and a large quantity of clay was placed on the face of the

structure. More dry stone walling was built along the east side of the cut below the locks; and the roadway received some repairs. The swing bridge across the upper lock was cleaned by sand blast and painted by Concrete Constructions Limited.

The ice between the boom and the waste weirs was all blasted out before the freshet commenced; and the boom itself was provided with new ¾-inch chains between each length.

BLACK RAPIDS LOCK STATION (1 Lock).

The old stone lock house which was in a dangerous state was taken down, and a frame house built upon the old foundation walls. The old storehouse was also taken down and rebuilt on concrete foundations. The lay-by piers at the foot of the lock were repaired, and sundry small repairs made to the station generally.

LONG ISLAND LOCK STATION (3 Locks, 1 Bridge).

A new storehouse on concrete foundations was built here last summer. During the winter very extensive repairs were made to the upper lock; which was practically all taken down and rebuilt. The cause for these repairs was the fact that both chamber walls had gradually shoved forward from the top of the fourth course from the bottom, to such an extent that each side of the chamber of the lock, for its whole length, overhung the bottom courses by fully 14 inches. This was caused by a defective method of construction when the lock was built, as, in order to get rock foundation, the builders had to go down about six feet below the required level of the bottom of the lock; and instead of commencing with a battered face to the walls from the bottom, the lower six feet of the chamber wall was built with plumb face, and the batter commenced from that point and continued upwards for a further height of over 19 feet. There being no support outwards for the lower courses as there was no filling put in, the wall simply shoved forward imperceptibly year by year at the angle formed where the batter joined the plumb face, with the above result.

Portions of the timber apron below the bulkhead were repaired; and some new stoplogs were framed for the bulkhead at Manotick.

MANOTICK BRIDGE.

Some new pin beams were put under the swing span, and some extra joists under the fixed spans.

Materials for a small boathouse for the bridgekeeper were supplied; he erected the same himself.

WELLINGTON BRIDGE.

No repairs made here last year.

BECKETT'S LANDING BRIDGE.

No repairs made here last year.

BURRITT'S RAPIDS LOCK STATION (1 lock, 1 bridge).

The old timber waste weir was taken down and rebuilt. A new set of stoplogs was furnished for the same, as well as new flashboards for the flat dam. Portions of the masonry of the stone waste weir were repaired. A long protection crib 450 feet in length was built below the waste weir to stop the erosion that has been going on for years to the bank of the island; and another crib 160 feet long was built at the head of the island for the same purpose. These cribs were filled with stone furnished by

contract with Mr. C. White for the latter, and by contract with Mr. Z. Percival for the former.

The swing bridge in the village was cleaned by sand blast and painted by Concrete Constructions, Limited, and sundry small repairs were made to the station in general.

NICHOLSON'S LOCK STATION (2 locks, 1 bridge).

A small frame house for a lockman's residence, and a stable for the lock house, were purchased from the owners, who were leaving our service, and who had erected them for their own use on canal land. Sundry small repairs were made to the station in general.

CLOWE'S LOCK STATION (1 lock).

Sundry small repairs were made to the lock house. A new set of stoplogs was framed for the waste weir, as well as a pair of lifting crabs for the same.

Heavy repairs were made to the retaining dam, which is one of the old structures built by stone laid perpendicularly and arched upstream. The centre of the dam after 80 years use had been pushed downstream to a considerable extent, thus destroying the keywork. About 160 feet of the dam was taken down and relaid in cement to its original radius. Sundry other small repairs were made to the station in general.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

Two new pairs of lock gates were framed and hung, and four new sluice frames with new flanges supplied.

Two new timber and concrete mitre sills were laid in the upper and centre locks. A new set of stoplogs was framed for the bulkhead at the head of the upper cut, as well as a new set of flashboards framed for the flat dam. Sundry other small repairs were made to the station in general.

A contract has been let to Mr. John O'Toole, of Ottawa, for the construction of a new concrete retaining dam at this station. This dam is to be built from the head of the upper lock to the north bank of the river; and in addition to its replacing the present old dam, it will catch all the present leakage through the north side of the upper cut, in the pond it will form when finished. The cement for this dam, as well as the stoplogs and stoplog lifters, are being provided by the department, and do not form any portion of the contract.

KILMARNOCK LOCK STATION (1 Lock, 1 Bridge).

Extensive repairs were made to the back dam last winter, the work being done by contract with Mr. A. E. Newsome. New timbers have been placed on the dam for 455 feet of its length, and 600 cubic yards of stone were also supplied and placed in position. Both ends of this dam were carried further up to the higher ground, and I think that the water will now be prevented from getting round the ends of it as frequently done. The dam is now in far better condition than it has ever been before. Sundry other small repairs were made to the station generally.

EDMOND'S LOCK STATION (1 Lock).

The stone dam received considerable repairs, and all the wooden blocks which had temporarily filled the places of stones carried out by ice, were replaced by stones laid in cement. The top of the dam was also concreted to carry flashboards without scribing them to fit the irregularities of the old stones. Some clay also was placed on the back of the dam, and sundry small repairs were made to the station in general.

OLD SLYS LOCK STATION (2 Locks, 1 Bridge).

Small repairs were made to the lower sill of the lower lock, and to the sluices of the lower gates. Two new swing bars were framed for the lock gates. Some clay filling was placed between the upper lock and the lock house, and the sundry small repairs were made to the station generally.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

Small repairs were made to the porch of the lock house. A new sidewalk on steel brackets was built on the two spans of the bridge below the basin, the work being done by the Dominion Bridge Company, Montreal. A new bulkhead was framed and put in on the west side of the basin dam. Small repairs were made to the swing bridge, the lock masonry, and to the station generally.

SMITH'S FALLS DETACHED LOCK STATION (1 Lock, 2 Bridges).

The concrete wall on the south side of the cut from the lock to the basin has been completed by the Contractor, Mr. James Bogue, of Peterborough. Some more filling was placed on the south side of the basin. A small addition was built to the storehouse, and sundry repairs were made to the lock house. The island on which the lock house stands was underbrushed and cleaned up in order to make a good roadway to the wharf at the head of the lock. The Bascule bridge built at the head of the lock by the Canadian Northern Railway Company, has now been supplied with an electric motor; so that it is to be hoped no more of the delays occasioned last season, by the slow hand operation of this structure, will be experienced.

POONAMALIE LOCK STATION (1 Lock).

Two lay-by piers, each 150 feet long, were built, one above and the other below the lock. Four new stoplogs were framed for the waste weir. A dry stone wall about 60 feet long was built above the upper wharf; and the cement-laid wall on the north side of the upper cut, was extended for 380 feet, which extension has completed the work. Small repairs were made to the lock house and other government buildings, and to the station generally.

BEVERIDGES LOCK STATION (2 Locks, 1 Bridge).

The swing bridge above the lower lock was cleaned by sand blast and painted by Concrete Constructions Limited. Some clay was placed on the retaining dam, and sundry small repairs made to the station in general.

PERTH BRANCH (1 Basin, 4 Bridges).

Considerable repairing was done to the wharf at the north end of the basin, portions of which have been rebuilt. The work will be continued along the west side of the basin this year. The sidewalk on Drummond Street bridge is being renewed. When re-erected it will be 18 inches wider than before in order to conform to the line of the sidewalks on each side of the bridge. The water service on the canal bank has been extended as far as Beckwith Street bridge, and this has enabled us to keep the lawns and slopes in excellent condition. Sundry repairs were made to the banks and tow path roads generally.

OLIVERS FERRY BRIDGE.

The approaches at each end of the bridge were rebuilt and graded up and the outside slopes rip-rapped. New joists have been delivered, and will be put in to carry a new floor next winter.

THE NARROWS LOCK STATION (1 Lock, 1 Bridge).

The lock labourers' house was re-shingled and clapboarded, and the lock house was painted. Some gravel was placed on the dam, and sundry small repairs were made to the station in general.

NEWBORO LOCK STATION. (1 Lock, 1 Bridge).

The dry stone wings on each side of both abutments of the high level bridge were filled with cement by means of the "Cement Gun" by Concrete Constructions Limited. These wing walls are very high and last spring one of them fell outwards into the canal. The work done by the company, (although it must be confessed that its appearance could be improved upon), has converted these loose stone wings into concrete monoliths, and has removed all possible danger of another slide.

The lock house was painted, and sundry small repairs were made to the station in general.

CHAFFEY'S LOCK STATION (1 Lock).

Small repairs were made to the lock house and also to the storehouse. The grounds on the west side of the lock were partly underbrushed and cleaned up, and this work will be continued this year. The Canadian Northern Railway Company's line crosses the canal with a fine high level bridge above the lock, and a station has been built near by; so that I anticipate a great influx of tourists to this beautiful lake section of the canal in the near future.

DAVIS'S LOCK STATION (1 Lock).

Small repairs were made to the bridge crossing the waste weir and to the station generally.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Some new wire fencing was erected round the combined locks. The stonework of the lock house was pointed, and a new cement floor was laid in the cellar. Some clay and gravel were placed on the dam and the storehouse was re-shingled. Sundry repairs were made to the station in general.

BRASS'S POINT BRIDGE.

Sundry small repairs were made to the handrailing and flooring.

UPPER BREWERS LOCK STATION (2 Locks, 1 Bridge, 1 Basin).

Small repairs were made to the dam, and to the station generally.

LOWER BREWERS LOCK STATION (1 Lock, 1 Bridge).

The wharf above the lock was taken down to low water mark and rebuilt. Small repairs were made to the approaches on each side of the swing bridge, and to the lock house, and to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

One new pair of lock gates was framed and hung. The swing bridge across the upper lock, and the fixed bridge below the west weir were cleaned by sand blast and painted by the Concrete Constructions Limited. Two new sluice frames were placed in position. The storehouse was re-shingled, and a new galvanized iron roof laid on

the addition to the block house. A large quantity of stone was placed on the embankments and small repairs were made to the lock house, and to the station generally. At present time a new concrete lining wall is being built on the south side of the basin, which work will be finished this month before navigation opens. Mr. J. M. Campbell, the lessee of the water power below the waste weir, is building his plant, and when finished the appearance of the station will be materially improved.

The curve stone retaining dam is in need of pointing and repairing, and this will be the subject of a separate report later on.

BOB'S LAKE RESERVOIR DAM.

No repairs were made to this dam last year.

WOLF LAKE RESERVOIR DAM.

Small repairs were made to the sluiceway and bridge crossing the same. As I reported to you, the discharge of water from Wolf lake is very much obstructed by the existence of a private mill dam belonging to a Mr. Derbyshire, about half a mile below our dam; and which dam, being built to the same height as that to which we are entitled to raise the water in Wolf lake, renders our dam useless for the purpose for which it was built, by backing up the water on to it. I have already suggested a remedy by the purchase from Mr. Derbyshire of his dam, for a small sum, and I trust my suggestion will meet with your approval.

GENERAL.

The usual spring repairs, such as pointing and grouting the lock masonry, painting of lock gates, bridges, fences, etc., etc., were executed by the lock labourers after they came on duty for the season last April.

The heavy dimension stone for lock repairs was quarried by our men last summer in Westport quarry, where it was also cut and dressed to dimension. It was freighted to its various points of destination by our own tugs and scows.

The materials required for the season, such as cement, paint, oil, etc., etc., were purchased for us by the purchasing agent of the department; and we delivered them along the line of the canal with our own tugs and scows.

DREDGING PLANT.

The dredge *Rideau* was employed all last season on the Perth branch of the canal, cleaning out and widening the clay and also the rock cuttings (the latter being blasted out ahead of her). She has another full season's work ahead of her on the Perth branch.

She wintered in the Perth basin, and is now being repaired and fitted out for the season's work.

The tug *Loretta* was employed last season as usual in buoying out the channel, towing scows, delivering timber, stone, cement, and other stores, and also on inspection work. She wintered in the Ottawa basin, and is now being fitted out and repaired for the ensuing season's work.

The tug *Agnes* was employed last season in towing scows and delivering materials along the canal, and also in attendance on the new dredge *Tay*. She wintered in the Ottawa basin, and is now fitting out for the season.

The new dredge *Tay* was delivered by the contractor in October last, and was at once put to work in cleaning out and deepening the canal basin at Ottawa. She has given us the greatest satisfaction both as to her equipment and the satisfactory manner in which she works, and reflects great credit on her builders, the W. H. Kelly Lumber

Company, of Buckingham. Our dredging plant now consists of two tugs, two dredges, two side dumping and five flat scows, and one gasoline launch, all of which are in fine order.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills lock stations, respectively:

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
	ft. in.		ft. in.		ft. in.		ft. in.
April 2	20 3	April 15-19	17 2	April 29-30	9 10	April 1-4	9 2
May 9	20 9	May 31	15 9	May 28-31	10 3	May 1-4	9 10
June 1	15 5	June 30	10 6	June 1-30	10 3	June 1-31	10 3
July 1	10 1	July 31	8 5	July 1-3	10 2	July 24-30	9 10
Aug. 1	8 4	Aug. 24	6 10	Aug. 1	9 10	Aug. 25-30	9 3
Sept. 4-5	7 3	Sept. 14	6 6	Sept. 1	9 5	Sept. 29-30	8 10
Oct. 28-31	10 2	Oct. 12	6 6	Oct. 1-3	8 10	Oct. 29-31	8 6
Nov. 30	12 3	Nov. 7-8	9 8	Nov. 1-3	8 6	Nov. 9-20	8 4
Dec. 8	12 4	Dec. 29	10 9	Dec. 1	8 4	Dec. 31	8 0
Jan. 1	11 1	Jan. 29	9 2	Jan. 3-31	8 1	Jan. 1-22	8 0
Feb. 3	9 4	Feb. 25-26	9 0	Feb.5-15	8 2	Feb. 18-28	8 0
March 31	12 2	March 13	8 6	March 31	8 1	March 12-15	7 8

I have the honour to be, sir,
Your obedient servant,

A. T. PHILLIPS, M. Can. Soc. C.E.,
Superintending Engineer.

W. A. BOWDEN, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, May 30, 1914.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st March, 1914, covering the work of construction chargeable to "capital," Trent canal.

ONTARIO—RICE LAKE DIVISION.

This section extends from Trenton on Lake Ontario to Rice lake, a distance of 56½ miles, a detailed description of which was given in my annual report for 1910.

For construction purposes the division has been divided into 7 sections or contracts; the estimated value of which as revised to date is about $5,100,000, on which there has been expended for work done and materials delivered up to the 31st March, 1914, the sum of $4,206,171.52, or about 83 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division 18 locks, 14 dams and 18 bridges. All the locks are built ready for the reception of their gates. Their upper and lower entrance piers are also finished with the exception of the lower piers of lock 15, which will be finished this summer. All the dams were built except Nos. 4, 9 and 10 which are from 25 to 90 per cent built and will be finished this year. Fifteen bridges are finished and in commission. The substructures of two others are finished, but the construction of the bridge for the Grand Trunk railway main line at Campbellford has not been begun.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about 4½ miles, on which stretch of the river there are 3 locks, 3 dams and 2 bridges. The contractors for the work, Messrs. Larkin & Sangster, completed the whole of the works embraced in their contract in December, 1913.

During the past summer, 1,350 feet of concrete wall along the river side of the channel in front of Meyer's island, Trenton, was built for the protection of the navigation channel at this point during the spring freshets. The wall was fully and satisfactorily completed last autumn.

The final estimate for Messrs. Larkin & Sangster's contract is now being prepared and will be completed at an early date.

The Sydney Electric Power Company's plant at dam No. 2 has been in continuous operation throughout the year. A short description of this plant was given in my annual report for 1912.

The substructure of the Gilmour Siding Bridge is finished up to water level, but cannot be completed until the design of the superstructure has been definitely decided upon.

The main line of the Campbellford Lake Ontario and Western Ontario Railway (Canadian Pacific Railway) crosses the river about 4,700 feet below lock No. 1 by a viaduct 1,500 feet long and 50 feet high, built under the terms of lease 19946, dated the 14th March, 1913. It is designed for a single track and will provide a clear head

room of 39 feet between the lowest steel and high water. The navigation channel span is 100 feet wide in the clear. The substructure for the bridge was finished in March, 1913 and the superstructure was fully erected in September, 1913, when construction trains immediately began crossing the bridge. The whole of the work was carried out by the railway company at their own cost.

Miller Bros., Glen Miller, in August, 1912, began the construction of a concrete dam of the canal type at Glen Miller to replace their old wooden structure at this point. The west half of the dam was finished in December, 1912, and the whole of the structure was fully completed in July, 1913. The work was carried out by the Ambersen Hydraulic Construction Company, of Montreal, under contract with the Miller Bros.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about 4½ miles, on which stretch of the river there are 3 locks, 3 dams and 1 bridge. A contract for the work was entered into with Messrs. Dennon & Rogers on May 20, 1908. The total value of the work done and materials delivered up to March 31, 1914, amounted to $566,669.51, or about 80 per cent of the value of the contract.

The three locks on the section are completely finished, also the work in connection with the three dams except the platform across the top of the piers of dam No. 4, which will be finished early this summer.

All the excavations with the exception of a little cleaning up has been finished in the upper and lower entrances of locks 4 and 5 and also in the lower entrance to lock 6. There is yet about 5,000 yards of excavation to be taken out of the canal prism above lock 6 and some concrete lining has yet to be laid on the bottom and slopes of the upper end of this short canal, all of which work should be finished early this summer.

Between August 1913 and January last the contractors removed about 32,000 yards of rock from the submarine channel above dam No. 6. There is yet to be excavated in this cut 35,000 yards of rock distributed over a distance of about 3,100 feet, which will take them most, if not all, of this season to complete.

The contractors should easily complete the contract this season.

The hydro-electric plant of the Sidney Power Company at dam No. 5 was placed in commission on January 28, 1913. The power house, tail race and grounds were fully completed last summer and present a fine appearance. The plant has been in constant operation since it was placed in commission.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of about 7½ miles. At Glen Ross there is a lock, dam and two bridges.

A contract for the work was entered into with the Canadian General Development Company, Limited, on April 24, 1908. The total value of work done and materials delivered up to March 31, 1914, amounted to $181,042.32, or about 63 per cent of the value of the work.

The lock, dam, bridges and part of the short canal at Glen Ross were finished in the fall of 1909, since which date no work has been done on the section until a month ago. On February 9, 1914, the company assigned the contract to Fred A. Robertson and Company, who are now building a dredging plant at Glen Ross for the purpose of proceeding with the completion of the excavation.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross to Campbellford, a distance of about 14 miles. There are between Bradley Bay and Campbellford, 5 locks, 3 dams, 4 bridges and about 1 mile of concrete retaining wall for enclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan and Robertson on June 22, 1910. The total value of the work done and materials delivered up to March 31, 1914, amounted to $936,012.62, or about 70 per cent of the value of the contract.

The five locks are finished. Dam No. 8 is finished. Dam No. 9 is half built and will be finished this summer. Dam No. 10 is partly built, but its completion is held up pending the construction of the Grand Trunk Railway main line bridge at Campbellford. All bridges on the contract are finished with the exception of the Grand Trunk Railway main line bridge which has not yet been begun.

The river walls through Campbellford are finished with the exception of a small piece through the Grand Trunk Railway embankment at the east end of the present railway bridge across the river.

The principal item of work remaining to be done on this contract is earth excavation. There are yet 190,000 yards of dredging in Bradley Bay to be done, which work the contractors will not begin until they can bring a dredging plant in from Lake Ontario. There are yet 60,000 yards of excavation in the canal prism between locks 8 and 9, the removal of which is being proceeded with. The concrete yet to build on the section is about 9,000 yards, chiefly in dams 9 and 10. Owing to the dredging in Bradley Bay it will take two years to complete this contract.

Section No. 5.—This section extends from Campbellford to Crow Bay, a distance of three miles. On the section are two locks, 2 dams and about half a mile of concrete wall for enclosing the river through Campbellford. A contract for the work was entered into with Messrs. Brown and Aylmer on September 28, 1907. The contract was amended on May 30, 1911, so as to include the construction of the river walls through Campbellford at the lower end of the section.

The total value of work done and materials delivered up to the 31st March, 1914, amounted to $612,420.21, or about 91 per cent of the value of the contract.

The whole of the works embraced in the contract are completed with the exception of some dredging in the river channel below lock 13, which cannot be completed by the contractors until such time as the level of the river is raised to normal navigation level, so as to enable them to float their dredging plant over the site of the excavation yet to be removed. The level of this reach cannot be raised until dam No. 10, on section 4, is finished.

Section No. 6.—This section extends from the lower end of Crow bay to 1,000 feet west of Heeley Falls bridge, a distance of three miles. There are three locks, one dam and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river, and is designed to overcome the 76-foot rise between Crow Bay and the 14 miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson on the 23rd May, 1910. The total value of work done and materials delivered up to the 31st March, 1914, amounted to $457,635.14, or about 87 per cent of the total value of the contract. The three locks are finished and also their upper entrance piers, with the exception of the lower piers of lock 15, which will be built this summer.

The temporary unwatering culverts of the closed section of the Heeley Falls dam were closed on Sunday, the 16th November, 1913, on which date the sluices in the dam were placed in commission. The concrete work of the dam was finally completed on the 15th December, 1913.

The principal work remaining to be done on the section is the excavation of the lower entrance to lock 15, and the back filling of the lock walls, the whole of which should be completed early this season.

Throughout the past year the Eastern Power Company have been proceeding energetically with the construction of their hydro-electric plant at Heeley Falls, and now have the power house well advanced towards completion. Two units are partly installed and the tail race from the power house to Bradley bay is said to be excavated to grade for a width of 30 feet. One unit was connected up in a temporary manner last fall, and was tried out on the 23rd November, and connected up under load with the rest of the Electric Power Company's system on the 30th November, 1913, since

which date it has been running in a more or less intermittent manner, depending on current required for carrying the load on the Company's system.

Section No. 7.—This section extends from Heeley Falls to Rice Lake, a distance of about 19¼ miles. The principal works consist of a large quantity of earth and rock dredging in the river, the construction of a new lock and dam at Hastings, a new and longer swing span at Trent Bridge, and new guide piers for the G. T. railway bridge at Hastings.

The contract for the work was entered into with the Randolph Macdonald Co., Limited, on the 4th January, 1909. The total value of work done and materials delivered up to the 31st March, 1914, amounted to $377,514.75, or about 88 per cent of the value of the contract.

The new lock was placed in commission on March 30, 1911, and the new dam in October, 1912. The new swing span at Trent Bridge was placed in commission on the 5th June, 1911, and the guide piers for it were finished last August. The new channel through Trent Bridge has been dredged to grade for full width, but it is not cleaned up. All the structures on the section are finished with the exception of a few channel piers.

The principal work remaining to be done is dredging, which the contractors hope to complete early next fall.

BRIDGES.

On the 30th June, 1911, a contract was entered into with the Hamilton Bridge Works Company, Limited, for the manufacture and erection of a "Strauss" Highway Bascule Bridge for the canal at Bridge street, Campbellford, Ont. The bridge is a single leaf of the heel trunnion type consisting of 108 feet through truss movable span and 35 foot tower span carrying the counterweight.

The erection of the bridge was far enough completed to permit it being placed in commission on the 21st March, 1913, since which date the bridge has been completed and a final estimate returned for it.

The Canadian General Electric Company provided the electrical equipment for the bridge under a contract dated the 28th October, 1912. The equipment is fully installed and tested, but has not yet been finally accepted as there are a few minor adjustments to be made to some parts of the machinery.

On the 12th November, 1912, a contract was entered into with the Hamilton Bridge Works Company, Ltd., for the manufacture and erection of a Strauss Railway Bascule and fixed span bridge for carrying the Northumberland Paper Mills Railway siding over the canal at Campbellford. The bascule is a single leaf, single track bridge, consisting of an 83 foot through plate girder movable span and a tower carrying the counterweight. The fixed span is a semi-through plate girder 77 feet long. The bridge is now completely erected and finished.

On the 4th March, 1913, a contract was entered into with the Canadian General Electric Company for the electrical equipment required for the operation of the bridge. The work of installing the equipment has been finished and the company are now operating the bridge during a period of 30 days, as provided for under their contract. The electrical equipment of this bridge has been installed in a first class manner and reflects great credit on the workmanship, care and attention given to its manufacture and erection by the company.

VALVES FOR LOCKS.

Wagon valves. — The contract for the manufacture and erection of the wagon valves required for the new locks and regulating culverts of the Ontario-Rice Lake division of the canal was entered into with the Dominion Bridge Company, Ltd., on the 15th October, 1908.

All the valves have been installed in place and the work is entirely completed with the exception of the adjustment and field painting of the valves at locks 8, 9, 10, 13 and 15, which will be fully completed some time this summer.

LOCK GATE OPERATING MACHINES.

Mr. Herbert B. Collier's contract, dated 7th May, 1909, for the supply and delivery of operating machines, anchorage fittings and pivots required for the lock gates of the new locks along the canal was fully completed in October, 1913, at a total cost of $76,078.06. These machines, etc., were manufactured and installed for Mr. Collier by the Wm. Hamilton Company, Peterborough.

EMERGENCY DAMS.

The Dominion Bridge Company's contract dated the 5th April, 1911, for the supply, delivery and erection of 7 sets of steel stop logs and bridges for emergency dams was fully completed in November, 1913, at a total cost of $50,711.

These structures have been placed at the heads of locks situated at the lower end of long river reaches or lakes, and are intended for use in case through accident connection is established between the upper and lower levels by a stream through the lock chamber of such velocity that the mitering gates could not be closed until the current was checked. In general the structure consists of a small deck girder swing bridge of unequal arms carrying a trolley car and winches for handling and placing the 5 steel stop logs for closing the head of the lock. These logs when not in use are stored on the short arm of the bridge and act as a counterweight for balancing the bridge when swinging it.

LOCK GATES.

On the 8th August, 1913, a contract was entered into with Messrs. Roger Miller & Sons, Ltd., for the manufacture and erection of lock gates for the Ontario-Rice Lake Division.

The contract calls for the construction and erection in the locks of 32 pairs of gates, and the construction and storing of 8 pairs of spare gates. All the timber and practically all the metal work has been delivered on the ground. On the 31st March, 1914, 18 pairs of gates were in various stages of construction and the contract at that date was about 60 per cent finished.

Owing to the unfinished condition of the dredging, dams and bridges between Trenton and Hastings it is doubtful if the gates will be all stepped in the locks this season.

PONTOON GATE LIFTER.—

On September 2, 1913, a contract was entered into with Messrs. M. Beatty and Sons, Limited, for the manufacture and erection complete of a steel pontoon gate lifter for stepping the lock gates of the Ontario-Rice Lake division.

The hull is built of steel plates and structural steel sections throughout and is constructed with sloping ends with rounded corners and bilges for the purpose of easy towing over long distances. The hull at deck level is 55 feet long by 27 feet 6 inches wide. The depth of the hull is 9 feet. It is provided with rolling ballast tub equipments under deck and carries a derrick, the lower part of which is firmly riveted to the hull. The upper part of the derrick is movable, so that it can be lowered for passing under overhead bridges. The machine is designed for handling a gate leaf 37 feet high over timbers, and weighing 50 tons.

The machine to-day is practically completed and ready for testing and will probably be delivered at Trenton by the end of this month.

NASSAU DAM.

Last September plans and specifications were prepared for the construction of a new concrete dam at Nassau to replace the present wooden structure which is in a leaking condition. Tenders were invited for the work and that of Messrs. Chambers, McCaffrey and McQuigge was accepted, but so far no work has been done.

FENELON FALLS DAM.

Last spring a plan and specification was prepared for the construction of a new concrete dam at Fenelon Falls to replace the old wooden dam at that point. Tenders were invited for the work and a contract entered into on the 12th June, 1913, with Messrs. McPhee and Kehoe, for the construction of the new dam.

At the close of last season the contractors had completed the construction of 6 sluices and 7 piers with the platforms across the top of them. These six sluices of the new dam were placed in commission on the 11th November. There are yet to build three sluices at the north end and 4 sluices at the south end of the dam, all of which will be completed early this season. The total value of the work done and materials delivered up to the 31st March, 1914, amounted to $15,169.70, or about 43 per cent of the value of the contract.

BOBCAYGEON.

Last fall a survey was completed at Bobcaygeon with the object of preparing plans and specifications for the construction of a new lock at this point to the same dimensions as that of the locks on the Ontario-Rice Lake division. The present lock has been in commission since 1857 and owing to settlement, its walls are in bad condition. The material on which the lock is built and through which the canal at the head of it is excavated consists of masses of rock, boulders, gravel, etc., through which the water leaks in large volume and renders the operation of the present lock very difficult. Owing to these causes it has now been decided to build a new lock at this point and tenders will be asked for the work as soon as the plans and specification are ready.

SEVERN RIVER DIVISION.

During the past two years a complete survey of the Severn river has been made with the object of preparing plans and specifications for the work of canalizing the river to the same dimensions as the Ontario-Rice Lake division. The various outlets or mouths of the river have been thoroughly surveyed and sounded, and also the north shore of Matchedash bay, for the purpose of determining the best harbour for the northern terminal of the canal. After careful consideration South Honey harbour has been adopted as the northern terminus. From the harbour the canal will follow the land locked channel around Beausoleil island and Skylark rock into Matchedash bay. A small lock will also be built at Port Severn to give access to Gloucester pool from the Waubaushene district.

At the head of Gloucester Pool a short canal with two locks will be built around the south shore of the river to pass the Little and Big Chutes, while at Swift Rapids a single lock will overcome the rise now existing at Ragged Rapids which will then be drowned out. The Orillia hydro-electric plant at Ragged Rapids will be moved down to the new dam at Swift Rapids. At Washago a short canal about two miles in length will be built across the neck of land between Severn Bridge and Couchiching Lake.

This division embraces 43 miles of all river route between deep water at Skylark Rock in Matchedash Bay and deep water in Couchiching Lake. This stretch of

canalized river and lake will comprise when completed 4 miles of canal; 5¼ miles of submarine channel, and 33¾ miles of deep river and lake navigation whose minimum width will be about 200 feet. The rise between extreme low water level of Lake Huron and normal navigation level of Couchiching Lake is about 1394 ft., which rise will be overcome by 5 locks with lifts ranging from 14 to 47 feet. Thirteen concrete dams with stoplog sluices will be required for the regulation of the river, six of these will be small dams at Washago. With a low water flow of 800 S.F. the gross H.P. on the river between Wasdell Falls and the Georgian Bay is about 12,000. Hydro-electric developments are in operation to-day at Ragged Rapids and Big Chute and another plant is in course of construction at Wasdell's Falls. It is probably only a question of a short time when the H.P. of the river will be fully developed to supply electrical energy for distribution along the east shore of Lake Huron.

The normal navigation level of the natural reaches of the river and Sparrow and Couchiching Lakes will be, in the majority of cases, that of ordinary summer level, so that practically no damage will be done by flooding the land along the river and lake shores. The dams will hold the reaches at as high a level as practicable, which, in the majority of cases, will be lower than the top of the river banks. The canals and channels with banks showing above water will have a minimum bottom width of 80 feet and the submerged channels will have a minimum bottom width of 100 feet, which will be marked where necessary by small piers and range lights. The canals and submarine channels will have a minimum depth of 9 feet at normal water level.

There will be eight steel bridges, five of which will be for highway and three for railway traffic. One railway and three highway bridges will be swing spans, the remainder being high level fixed bridges. In the latter case the minimum clear head room will be 35 feet between normal water and the lowest steel. The locks will be of concrete and will have 8 feet 4 inches of water on the sills, with chambers 33 feet wide by 175 feet long between hollow quoins. They will accommodate barges of 1,000 tons whose size will be 150 feet long by 30 feet beam and drawing 8 feet of water. Entrance piers of not less than 150 feet in length will be provided above and below each lock. The locks will generally be filled through culverts 4 feet wide by 5 feet high formed in the side walls. They will be provided with wagon or cylindrical valves for controlling the water. The mitering lock gates will be of the solid timber type and the upper gates in all cases will be set on the top of lift walls. The mitering lock gates will be operated by struts or bars worked by hand power winches set in recesses formed in the side walls.

For construction purposes the division has been divided into four sections, two of which are under contract and plans and specifications for another are now ready for advertising the work for tenders. The plans and specifications for Section No. 1 will be ready for advertising the work in the autumn of this year.

Port Severn Section.—This section comprises the construction at Port Severn of a lock of 14·5 feet lift, 100 feet long between hollow quoins and 25 feet wide with 6 feet depth of water on the mitre sills, and the main regulating dam at the mouth of the river, together with several smaller dams in the immediate vicinity of Port Severn, and the necessary excavation at the upper and lower entrances of the lock for providing a channel 6 feet deep at normal water level.

A contract for the work was entered into with the York Construction Company, Limited, on September 24, 1913. The total value of work done and materials delivered up to March 31, 1914, was $7,749.88. The principal item of work done to date is the excavation for the lock which will be built this summer.

Section No. 2.—This section extends from the end of section 1, at Big Chute to a point about half a mile above Macdonald rapids, a distance of about 11½ miles. The contract includes a regulating dam on Pretty channel north of the Big Chute, a regulating dam about 70 feet high with a lock and power house at Swift rapids and the re-construction of the Canadian Northern Railway bridge at Ragged Rapids, together

with a lot of granite rock excavation. The lock at Swift rapids is unique inasmuch as it will probably, when completed, have the highest lift of any lock of this type in North America. The width of the lock is 33 feet, with a usable length of 165 feet and a depth of 8 feet 4 inches on the lock sills. The lift of the lock is 47 feet and it will be provided with a vertically operated steel gate at the lower end. The maximum clearance under the gate when raised above normal water will be 35 feet.

STREAM MEASUREMENT.

The Trent river has its head in Rice lake, and for some distance flows in a northeasterly direction forming the boundary between Peterborough and Northumberland counties; it then flows through the latter in a southerly and easterly direction to Hastings county through which it flows in a southerly direction along its west side to Trenton on the bay of Quinte, lake Ontario.

The Trent river has a watershed of about four thousand eight hundred and thirty-six square miles distributed very approximately as follows: Above Heeley Falls, 3,705 square miles; the Crow river, 620 square miles; between Heeley Falls and Trenton, 511 square miles. It will be seen that the greater portion lies above Heeley Falls, and this is principally north and west of Rice lake in the counties of Peterborough, Victoria and Haliburton. This northern and western portion of the watershed supplies the chain of lakes forming the Trent navigation which drains into the Otonabee river and thence to Rice lake. This chain of lakes, sometimes called the Kawartha lakes, is fed from the north by Jack's creek, Eel's creek, Deerbay creek, Mississauga river, Squaw river, Nogie's creek, Burnt and Gull rivers, and, from the south, by the Scugog river and Emily and Pigeon creeks. Generally the lakes divide the granites and gneisses on the north from the limestones and agricultural lands on the south. The former are yet more or less covered with hemlock, spruce and other soft woods and some fine ridges of merchantable hardwoods. South of the lakes the country is almost denuded of timber. The pine in the Trent watershed is practically exhausted. The principal tributary of the Trent river east of Rice lake is the Crow river.

On the Gull and Burnt rivers some expenditure has been made for conservation purposes in rebuilding old dams in concrete or timber, while many timber dams on the smaller tributaries are also being maintained in an efficient condition for conservation and for the lumber interests. The water so stored is, however, largely, if not all, drawn off by the lumbermen during the first half of the summer period for log driving down the tributaries, and, later, for flushing logs down the Otonabee river. The result is that the reservoirs formed as above for conservation purposes are usually drained off, and for all practical purposes "dry" by the middle of August of each year, to the detriment of the power users, who want a definite maximum low water flow established during the latter part of the summer and continuously through the fall months of each year.

The waste of water by the lumber interests can only be checked by a continuous and efficient series of log slides, as may be required, along the route of the principal tributaries north of the main chain of lakes and continuously from the latter down the Otonabee to Peterborough.

Two sharp crested weirs for stream measurement have been built and several gauging and metering stations have been established on the river and its tributaries, principally for statistical purposes, but these records will also be valuable at some future date in determining the possibility of maintaining a fixed definite maximum low water flow for power purposes.

Attached to this report are tables showing the discharge of the Crow River for the years 1911-12 and 13, over a weir built a short distance above Crow Bay into which the river discharges. This weir was built and placed in commission during October, 1910. The watershed tributary to it amounts to 620 square miles.

Attached to this report are also tables showing the daily discharge of the river over the weir at Heeley Falls, for the years 1912 and 1913. The weir was built and placed in commission during November, 1911. The watershed tributary to it amounts to three thousand seven hundred and five square miles.

Tables drawn up from the above are also given representing the discharge over the Heeley Falls and Crow river weirs jointly, this being the discharge or flow of the Trent river at Campbellford for the years 1912 and 1913.

There are also attached tables giving the total actual monthly discharge in cubic feet from the weir measurements at Crow river and Heeley Falls, and the deduced flow in cubic feet per second respectively.

Three diagrams are also attached showing the flow of the Crow and Trent rivers.

Diagram No. 1 represents the discharge in cubic feet per second of the Crow river, as measured over the sharp crested weir at Crow river, for the years 1911, 1912, 1913 and a portion of the present year 1914.

Diagram No. 2 represents the discharge in cubic feet per second of the Trent river, as measured over the sharp crested weir at Heeley Falls, for the years 1912, 1913 and a portion of the present year 1914.

Diagram No. 3 represents a combination of diagram No. 1 and diagram No. 2 and gives the flow of the Trent river past Campbellford, for the years 1912, 1913 and a portion of the present year, 1914.

It will be noticed that the flow past Campbellford has been taken as the sum of the flow from Crow river and Heeley Falls; it would be more accurate to say that the flow past Campbellford in this report is "referred" to the actual weir measurements taken at Crow river and Heeley Falls. The flow into the river between these latter points and Campbellford, however, when considered in reference to rainfall and evaporation will not materially affect the figures given.

It is interesting to compare the results given in this report with the rainfall at some definite position. In what follows the rainfall at Peterborough, Ontario, is taken as the reference.

For the year 1912 the Peterborough rainfall was 39·25 inches or equal to 2·89 cubic feet per second per square mile.

The Crow river watershed with an area of 620 square miles thus shows a total rainfall for the year of 620 x 2·89 or 1,790 cubic feet per second.

The Heeley Falls watershed with an area of 3,705 square miles thus shows a total rainfall for the year of 3,705 by 2·89 equals 10,700 cubic feet per second. These two results show a total of 12,490 cubic feet per second.

From the figures given in this report for the year 1912 the "ratio" of "run-off" to "rainfall" for the Crow River watershed is equal to 57 per cent. For the Heeley Falls watershed 43·6 per cent and for the flow past Campbellford 45·4 per cent.

For the year 1913 the Peterborough rainfall was 24·11 inches or equal to 1·778 cubic feet per second per square mile.

The Crow River watershed with an area of 620 square miles thus shows a total rainfall for the year of 620 x 1·778 or 1,100 cubic feet per second.

The Heeley Falls watershed with an area of 3,705 square miles, thus shows a total rainfall for the year of 3,705 by 1·778 or 6,575 cubic feet per second.

These two results show a total of 7,675 cubic feet per second.

From the figures given in this report for the year 1913 the "ratio" of "run-off" to "rainfall" for the Crow River watershed is equal to 69·2 per cent, for the Heeley Falls watershed 56·2 per cent, and for the flow past Campbellford 58·1 per cent.

The average rainfall at Peterborough for the past fourteen years is about 31·95 inches. It will thus be seen that the rainfall for 1912 is above the average and the rainfall for 1913 below the average by an almost equal amount. The variation in the ratio of flow to rainfall is curious, and interesting, and would indicate considerable variation in local rainfalls over the district and doubtless variations in humidity and seepage.

LAKE SURVEYS.

Some field work was done during the past year on the hydrographic survey begun six years ago, of the chain of lakes which form part of the Trent waterway. The field work done to date has also been plotted. It is the intention to continue the field work this summer.

A few photographs of the work on the Ontario-Rice Lake Division accompany this report.

I am, sir,
Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TABLE No. 1A.

Daily discharge of the Crow River for 1911.

Days.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	352	131	150	593	2,094	851	663	274	195	167	161	811
2	330	131	150	595	2,006	787	625	274	187	160	171	807
3	309	131	150	611	1,985	791	589	272	178	161	189	811
4	294	131	150	554	1,966	787	554	268	165	155	199	807
5	294	131	150	511	1,958	801	520	268	161	146	219	801
6	294	131	150	472	1,885	797	486	268	171	140	229	797
7	294	135	155	662	1,838	713	453	261	183	136	250	791
8	294	135	155	888	1,767	626	413	255	199	135	261	777
9	287	135	155	1,135	1,694	557	382	248	213	141	283	821
10	280	140	155	1,408	1,638	589	345	248	205	140	302	867
11	275	140	155	1,464	1,593	629	345	248	201	141	325	913
12	267	140	155	1,506	1,538	672	352	248	193	145	347	961
13	267	140	155	1,538	1,469	723	352	248	189	156	367	1,008
14	261	145	150	1,728	1,379	767	360	242	193	160	432	1,273
15	261	145	150	1,912	1,301	841	360	235	201	161	503	1,580
16	255	145	150	2,088	1,226	898	352	229	205	160	575	1,899
17	248	150	145	2,313	1,163	965	345	229	201	156	644	1,864
18	248	150	145	2,391	1,091	951	337	223	193	155	723	1,819
19	248	150	140	2,471	1,030	944	337	217	189	156	738	1,772
20	242	150	140	2,566	951	940	337	217	182	150	771	1,710
21	242	145	140	2,560	944	934	337	211	172	151	787	1,656
22	229	145	140	2,580	940	909	330	205	165	150	811	1,600
23	217	145	140	2,589	934	892	323	205	161	151	817	1,543
24	198	150	160	2,595	951	867	309	211	171	150	821	1,476
25	187	150	182	2,486	976	851	295	217	183	151	817	1,396
26	182	150	205	2,405	993	827	288	217	193	150	821	1,320
27	176	150	229	2,313	997	811	281	211	213	151	807	1,260
28	171	150	382	2,248	982	767	274	211	187	150	801	1,181
29	160	.....	563	2,186	976	723	274	211	172	151	797	1,106
30	149	.....	572	2,136	972	681	274	211	171	155	801	1,036
31	140	.....	581	.....	913	.....	274	211	.....	156	.....	997
	7,651	3,971	6,299	51,504	42,150	23,891	11,766	7,293	5,592	4,687	15,769	37,460
Mean	247	142	203	1,717	1,359	796	379	235	186	151	525	1,208
Highest	352	150	581	2,595	2,094	965	663	274	213	167	821	1,899
Lowest	140	131	140	472	913	557	274	205	161	135	161	777

TABLE No. 1B.

Daily discharge of the Crow River for 1912.

Days.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	965	777	424	448	3,242	3,600	554	302	235	229	992	1,047
2	929	738	413	445	3,062	3,593	494	302	229	229	939	1,047
3	913	723	408	523	2,757	3,593	464	283	229	229	888	1,047
4	878	710	397	589	2,589	3,600	469	261	229	229	837	1,091
5	851	694	393	666	2,477	3,593	390	248	229	229	787	1,136
6	827	672	390	738	2,356	3,413	370	250	229	229	787	1,180
7	723	620	393	903	2,248	3,242	352	248	229	229	776	1,226
8	626	563	390	1,114	2,186	3,062	330	248	229	229	768	1,261
9	540	506	393	1,260	2,123	2,384	311	250	229	229	857	1,296
10	537	453	390	1,513	2,061	2,376	309	248	229	223	950	1,355
11	549	456	385	1,798	1,979	2,370	309	248	229	217	1,058	1,343
12	545	453	374	2,061	1,925	2,256	311	250	229	217	1,156	1,320
13	549	456	377	2,347	1,877	2,177	309	254	229	217	1,255	1,296
14	545	453	374	2,619	1,819	2,075	316	261	229	217	1,355	1,272
15	549	456	377	2,928	1,746	1,979	325	270	229	217	1,463	1,256
16	545	461	374	3,235	1,838	1,877	323	268	229	217	1,588	1,215
17	566	464	377	3,567	1,898	1,754	323	268	229	217	1,562	1,180
18	580	520	382	3,895	1,958	1,663	318	263	229	211	1,537	1,146
19	599	575	385	4,264	2,034	1,493	309	254	223	217	1,513	1,114
20	607	626	390	4,648	2,136	1,296	309	254	217	217	1,487	1,080
21	611	611	393	4,601	2,111	1,135	304	257	217	217	1,463	1,047
22	607	581	397	4,576	2,319	976	302	261	223	217	1,427	1,004
23	611	557	400	4,548	2,442	972	295	261	229	274	1,403	972
24	635	537	397	4,486	2,595	961	297	250	229	337	1,378	929
25	666	514	408	4,458	2,754	955	295	229	229	405	1,567	899
26	690	494	405	4,204	2,913	940	302	217	235	485	1,355	867
27	723	472	416	3,987	3,062	929	304	225	235	653	1,260	826
28	758	461	421	3,793	3,179	861	302	229	235	847	1,192	787
29	801	453	440	3,600	3,268	787	295	233	229	1,047	1,114	787
30	827	.....	450	3,413	3,387	700	297	244	229	1,037	1,046	787
31	811	.....	453	.....	3,494	.....	302	242	.....	1,004	.....	787
	21,163	16,056	12,366	81,217	75,835	60,622	10,490	7,878	6,858	10,971	35,760	33,600
Mean	683	553	399	2,707	2,446	2,019	338	254	229	354	1,192	1,084
Highest	965	777	453	4,648	3,494	3,600	554	302	235	1,047	1,588	1,355
Lowest	540	453	374	448	1,746	700	295	217	217	211	768	787

TABLE No. 10.

DAILY discharge of the Crow River for 1913.

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	777	1,256	768	3,527	2,103	700	294	229	122	40	45	122
2	777	1,261	768	3,626	2,007	653	302	229	122	35	48	122
3	777	1,261	768	3,760	1,938	607	308	229	122	31	50	134
4	768	1,272	768	3,862	1,872	595	308	223	126	25	53	155
5	768	1,226	729	3,980	1,805	589	302	217	131	24	53	171
6	768	1,169	700	4,100	1,714	581	294	217	126	21	56	193
7	768	1,124	672	4,222	1,551	572	288	211	122	21	56	217
8	710	1,067	644	4,363	1,367	520	280	199	122	23	58	242
9	662	939	617	4,345	1,204	469	280	192	122	29	61	268
10	617	836	581	4,327	1,136	413	280	199	122	31	64	280
11	572	718	554	4,292	1,067	405	280	211	126	33	67	294
12	589	700	662	4,274	992	405	275	217	131	38	70	308
13	607	690	787	4,170	929	397	268	192	117	40	73	309
14	625	672	909	4,049	909	397	261	196	106	43	73	316
15	672	662	1,047	3,945	888	390	248	140	96	43	77	323
16	718	690	1,057	3,827	867	383	261	140	86	45	80	330
17	777	729	1,079	3,709	888	374	275	135	86	45	83	330
18	826	768	1,091	3,593	909	367	280	135	86	48	86	323
19	899	739	1,272	3,429	929	383	294	131	86	50	86	323
20	972	729	1,476	3,300	950	397	280	131	86	53	89	323
21	1,047	710	1,676	3,156	939	374	268	131	86	56	93	330
22	1,136	700	1,898	2,983	939	352	255	131	86	56	103	338
23	1,226	710	2,242	2,906	929	330	255	131	83	56	113	338
24	1,320	710	2,619	2,799	899	308	248	131	80	56	126	338
25	1,404	718	3,029	2,723	878	308	242	131	77	56	140	330
26	1,355	729	2,723	2,603	857	309	242	131	73	53	135	330
27	1,296	739	2,428	2,486	826	308	242	131	74	50	126	330
28	1,256	757	2,157	2,384	817	309	235	131	64	50	122	338
29	1,256	.....	1,898	2,270	797	302	235	131	53	48	122	338
30	1,256	.....	2,384	2,186	777	294	235	131	45	45	122	338
31	1,256	.....	2,922	.....	768	.....	235	126	.....	45	.....	338
	28,457	24,281	42,925	105,196	35,451	12,791	8,350	5,209	2,964	1,289	2,530	8,769
Mean	918	867	1,383	3,506	1,143	426	269	168	98	41	84	285
Highest	1,404	1,272	3,029	4,363	2,103	700	308	229	131	56	140	338
Lowest	572	662	554	2,186	768	294	235	126	45	21	45	122

TABLE No. 2A.

DAILY discharge of the Trent River at Heeley Falls for 1912.

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	5,641	2,801	2,075	2,423	13,642	13,182	4,735	1,748	1,790	2,006	2,804	5,708
2	5,313	2,782	2,075	2,279	13,387	13,387	4,587	1,600	1,790	1,877	2,804	5,582
3	5,146	2,660	2,042	2,592	13,387	14,147	3,131	1,562	1,790	1,813	2,706	5,613
4	5,005	2,660	2,010	2,675	12,935	15,090	2,371	1,600	1,790	2,029	2,656	5,677
5	5,005	2,676	2,010	2,500	12,730	15,090	2,257	1,600	1,600	2,139	2,831	5,582
6	4,876	2,423	1,978	2,675	12,483	15,090	1,520	1,421	1,581	2,075	2,656	5,677
7	4,772	2,676	1,978	4,572	12,080	14,360	2,029	1,304	1,600	2,075	2,633	5,898
8	4,724	2,591	2,010	5,529	11,837	14,147	2,561	1,360	1,520	1,984	2,633	5,708
9	4,724	2,423	2,155	6,488	11,837	13,642	2,185	1,389	1,520	1,965	3,211	5,552
10	4,517	2,319	2,074	7,001	11,400	13,642	2,075	1,459	1,520	1,854	4,157	4,587
11	4,517	2,319	1,978	7,480	10,929	13,387	2,075	1,562	1,478	1,832	4,355	5,214
12	4,395	2,319	1,978	7,480	10,389	12,977	1,984	1,600	1,303	1,767	5,001	5,461
13	4,395	2,782	2,075	7,388	9,857	12,483	2,185	1,683	1,284	1,919	5,001	5,274
14	4,190	2,591	2,042	7,070	9,447	12,038	2,185	1,706	1,246	2,075	5,244	5,898
15	4,053	2,591	2,155	7,987	8,463	11,639	2,185	1,611	1,246	2,029	5,214	6,251
16	3,876	2,506	2,155	9,264	8,535	11,164	2,371	1,581	1,246	2,006	5,898	6,639
17	3,837	2,676	2,075	9,447	8,679	10,929	2,371	1,581	1,246	2,006	5,803	6,411
18	3,837	2,556	2,107	9,857	7,862	10,235	1,984	1,581	1,303	1,520	5,552	6,346
19	3,719	2,436	2,171	10,697	7,691	10,507	2,185	1,611	1,322	1,284	5,772	6,251
20	3,641	2,436	2,206	11,126	7,516	10,085	2,139	1,539	1,440	1,421	5,803	6,217
21	3,507	1,901	2,081	11,598	7,896	9,447	2,185	1,520	1,440	1,478	5,803	5,928
22	3,489	2,155	2,137	12,080	8,003	8,075	1,919	1,520	1,501	1,478	5,928	5,708
23	3,300	1,837	2,226	12,730	8,250	6,939	1,919	1,813	1,581	1,813	5,803	5,491
24	3,244	2,171	2,096	12,935	8,862	6,973	1,919	1,919	1,581	2,075	5,738	5,335
25	3,281	2,171	1,973	13,182	8,641	7,311	1,919	2,029	1,611	2,208	5,647	5,335
26	3,207	1,901	1,977	13,182	8,824	6,247	1,725	2,117	1,664	2,804	5,898	5,335
27	3,189	1,978	2,309	14,147	8,968	5,396	1,683	2,098	1,984	2,854	6,251	5,244
28	2,962	1,901	2,491	14,189	9,447	5,214	1,706	1,942	1,942	2,683	5,803	5,183
29	2,766	1,978	2,299	13,893	9,595	5,062	1,748	1,896	1,942	2,683	5,613	5,305
30	2,854	.....	2,259	13,391	10,933	4,853	1,748	1,832	1,919	2,804	5,898	5,461
31	2,854	.....	2,331	.....	12,282	.....	1,748	1,832	.....	2,804	.....	4,822
	124,836	69,216	65,528	257,857	316,787	323,238	69,334	51,616	46,780	63,360	141,116	174,693
Mean	4,027	2,386	2,114	8,595	10,219	10,775	2,237	1,665	1,560	2,044	4,704	5,635
Highest	5,641	2,800	2,491	14,189	13,642	15,090	4,735	2,117	1,984	2,854	6,251	6,639
Lowest	2,766	1,837	1,973	2,279	7,516	4,853	1,520	1,304	1,246	1,284	2,633	4,587

TABLE No. 2B.

DAILY discharge of the Trent River at Heeley Falls for 1913.

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	4,587	5,244	3,340	11,601	12,038	2,880	1,854	1,341	1,600	1,170	1,246	1,459
2	4,442	3,287	2,903	12,038	11,837	2,782	1,854	1,341	1,136	1,170	1,026	1,501
3	4,355	3,473	2,512	12,038	11,601	2,804	1,748	1,341	1,303	1,170	1,045	1,520
4	4,385	4,328	2,880	12,730	11,126	2,831	1,459	1,284	1,341	1,170	1,151	1,642
5	4,241	4,970	3,314	14,748	10,697	2,782	1,581	1,303	1,379	1,117	1,098	1,813
6	4,131	5,062	3,314	15,006	9,857	2,683	1,748	1,303	1,421	1,136	1,098	1,611
7	4,131	5,274	3,238	15,223	9,375	2,706	1,623	1,303	1,402	1,117	1,045	1,636
8	3,990	5,214	2,903	15,660	7,862	2,538	1,581	1,303	1,402	1,117	1,045	1,803
9	3,823	5,062	2,930	15,660	7,551	2,561	1,581	1,402	1,379	1,136	1,151	1,921
10	3,580	4,883	2,930	15,572	7,619	2,611	1,600	1,284	1,379	1,098	1,189	2,267
11	3,131	4,735	3,029	15,702	7,174	2,611	1,246	1,284	1,379	1,136	1,440	2,164
12	3,340	4,735	2,903	15,922	7,209	2,561	904	1,284	1,360	1,136	1,501	2,164
13	3,006	4,704	3,131	15,835	6,840	2,538	988	1,303	1,402	1,117	1,360	1,921
14	3,131	4,587	3,420	15,702	6,186	2,075	1,117	1,303	1,303	1,098	1,832	1,664
15	3,287	4,442	4,214	15,922	5,897	1,117	1,064	1,360	1,227	1,026	2,371	1,772
16	3,340	4,328	4,355	15,748	5,613	958	1,098	1,360	1,170	992	000·0	1,258
17	3,447	4,271	4,560	15,660	5,552	756	1,136	1,379	1,246	992	559	1,739
18	3,990	4,131	4,617	15,660	5,461	840	1,189	1,284	1,265	1,011	1,284	1,642
19	4,100	4,047	4,674	15,572	5,335	958	1,227	1,265	1,246	992	1,303	1,801
20	4,214	3,933	4,704	15,090	4,587	1,227	1,189	1,208	1,246	958	1,402	1,664
21	4,822	3,906	5,062	15,090	3,933	1,421	1,208	1,208	1,284	1,045	1,360	1,581
22	5,396	3,713	5,274	14,961	3,770	1,725	1,227	904	1,303	973	1,421	1,501
23	5,491	3,659	5,582	14,748	3,367	1,600	1,284	1,151	1,421	992	1,600	1,678
24	5,647	3,606	5,928	14,402	2,371	1,813	1,341	1,227	1,402	1,045	1,520	2,002
25	5,738	3,743	6,217	14,147	2,831	1,877	1,322	1,322	1,379	1,117	1,539	1,804
26	5,552	3,580	6,639	13,726	2,880	1,942	1,379	1,520	1,402	1,098	1,478	2,177
27	5,305	3,473	7,482	13,349	2,903	1,965	1,341	1,706	1,421	1,045	1,402	1,642
28	5,396	3,367	8,862	12,688	3,006	1,832	1,341	1,790	1,379	1,117	1,402	1,978
29	5,214	.....	9,857	12,445	3,029	1,813	1,341	1,984	1,303	1,098	1,402	2,081
30	5,214	.....	10,389	12,282	2,880	1,813	1,303	1,984	1,170	1,098	1,402	2,100
31	5,183	.....	10,891	.....	2,804	.....	1,246	1,706	.....	1,098	.....	2,142
Total	135,609	119,757	152,054	434,927	193,191	60,620	42,120	42,737	40,050	33,585	38,672	55,648
Mean	4,374	4,277	4,905	14,498	6,232	2,021	1,359	1,379	1,335	1,084	1,333	1,95[illegible]
Highest	5,738	5,274	10,891	15,922	12,038	2,880	1,854	1,984	1,600	1,170	2,371	2,267
Lowest	3,006	3,287	2,512	11,601	2,371	756	904	904	1,136	958	559	1,258

TABLE No. 3A.

DAILY discharge of the Trent River at Campbellford, for 1912.

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	6,606	3,578	2,498	2,871	16,884	16,782	5,289	2,050	2,025	2,235	3,797	6,755
2	6,242	3,521	2,487	2,724	16,449	16,980	5,081	1,901	2,019	2,106	3,744	6,629
3	6,059	3,383	2,450	3,114	16,144	17,740	3,595	1,845	2,019	2,042	3,594	6,660
4	5,883	3,370	2,007	3,265	15,524	18,690	2,841	1,861	2,019	2,258	3,494	6,769
5	5,856	3,370	2,402	3,166	15,208	18,683	2,647	1,848	1,829	2,368	3,618	6,718
6	5,703	3,094	2,367	3,413	14,839	18,503	1,890	1,671	1,810	2,304	3,443	6,858
7	5,495	3,296	2,370	5,475	14,328	17,602	2,381	1,551	1,829	2,304	3,409	7,123
8	5,350	3,154	2,400	6,643	14,023	17,209	2,891	1,609	1,749	2,213	3,401	6,969
9	5,264	2,928	2,548	7,748	13,960	16,026	2,496	1,640	1,749	2,194	4,018	6,848
10	5,054	2,772	2,464	8,513	13,461	16,018	2,383	1,707	1,749	2,077	5,108	5,941
11	5,066	2,775	2,363	9,278	12,908	15,757	2,383	1,810	1,707	2,049	5,413	6,556
12	4,940	2,772	2,352	9,541	12,324	15,233	2,295	1,850	1,532	1,984	6,157	6,781
13	4,944	3,238	2,452	9,735	11,737	14,660	2,494	1,938	1,513	2,136	6,256	6,571
14	4,735	3,044	2,417	9,689	11,266	14,113	2,501	1,967	1,475	2,292	6,599	7,170
15	4,602	3,047	2,532	10,915	10,209	13,618	2,510	1,881	1,475	2,246	6,676	7,507
16	4,421	2,966	2,530	12,500	10,372	13,041	2,694	1,848	1,475	2,223	7,484	7,853
17	4,403	3,140	2,452	13,014	10,578	12,583	2,694	1,848	1,475	2,223	7,364	7,591
18	4,417	3,076	2,489	13,752	9,820	12,399	2,302	1,844	1,532	1,730	7,089	7,492
19	4,318	3,012	2,556	14,961	9,725	12,000	2,494	1,866	1,545	1,501	7,285	7,365
20	4,248	3,062	2,596	15,774	9,652	11,381	2,448	1,793	1,657	1,638	7,289	7,296
21	4,118	2,512	2,474	16,199	10,008	10,582	2,489	1,777	1,657	1,695	7,265	6,975
22	4,096	2,736	2,535	16,606	10,321	9,051	2,221	1,781	1,724	1,695	7,355	6,712
23	3,911	2,395	2,626	17,278	10,692	7,911	2,214	2,073	1,810	2,087	7,205	6,463
24	3,879	2,708	2,494	17,422	11,457	7,934	2,216	2,169	1,810	2,412	7 116	6,264
25	3,947	2,686	2,381	17,641	11,395	8,266	2,214	2,258	1,840	2,613	7,213	6,234
26	3,897	2,395	2,382	17,387	11,736	7,187	2,027	2,333	1,899	3,290	7,252	6,202
27	3,912	2,450	2,725	18,135	12,030	6,325	1,987	2,322	2,219	3,507	7,511	6,070
28	3,720	2,362	2,911	17,982	12,625	6,075	2,008	2,171	2,177	3,530	6,995	5,971
29	3,567	2,431	2,738	17,493	12,863	5,849	2,043	2,130	2,171	3,730	6,726	6,092
30	3,681	.....	2,709	16,804	14,320	5,553	2,045	2,075	2,148	3,841	6,944	6,248
31	3,665	.....	2,784	.....	15,776	.....	2,050	2,073	.....	3,808	.....	5,609
Total	145,999	85,267	77,892	339,088	392,619	383,790	79,820	59,492	53,638	74,328	176,672	208,291
Mean	4,710	2,940	2,513	11,303	12,665	12,793	2,575	1,919	1,788	2,398	5,889	6,719
Highest	6,606	3,578	2,911	18,135	16,884	18,690	5,289	2,333	2,219	3,841	7,511	7,853
Lowest	3,567	2,362	2,007	2,724	9,652	5,553	1,987	1,551	1,475	1,501	3,401	5,609

TABLE No. 3B.

Daily discharge of the Trent River at Campbellford, for 1913.

Days	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	5,364	6,500	4,108	15,128	14,141	3,580	2,149	1,571	1,722	1,210	1,291	1,581
2	5,219	4,548	3,671	15,664	13,844	3,435	2,156	1,571	1,258	1,205	1,074	1,623
3	5,132	4,734	3,279	15,798	13,539	3,411	2,057	1,571	1,426	1,201	1,095	1,655
4	5,153	5,600	3,648	16,592	12,998	3,426	1,768	1,507	1,467	1,196	1,204	1,797
5	5,009	6,196	4,042	18,728	12,502	3,371	1,883	1,520	1,510	1,141	1,151	1,984
6	4,899	6,231	4,013	19,106	11,572	3,263	2,042	1,520	1,547	1,158	1,154	1,804
7	4,899	6,398	3,909	19,445	10,926	3,278	1,910	1,515	1,524	1,139	1,101	1,853
8	4,700	6,281	3,547	20,023	9,229	3,058	1,861	1,503	1,524	1,141	1,103	2,045
9	4,485	6,001	3,547	20,005	8,755	3,031	1,861	1,595	1,502	1,165	1,213	2,189
10	4,197	5,719	3,510	19,899	8,755	3,023	1,880	1,483	1,501	1,129	1,254	2,547
11	3,703	5,453	3,583	19,994	8,241	3,016	1,527	1,496	1,505	1,169	1,508	2,459
12	3,929	5,435	3,565	20,196	8,201	2,966	1,179	1,501	1,491	1,174	1,571	2,473
13	3,613	5,394	3,918	20,005	7,769	2,935	1,256	1,496	1,519	1,157	1,434	2,230
14	3,756	5,259	4,329	19,751	7,095	2,472	1,378	1,499	1,410	1,141	1,905	1,980
15	3,959	5,104	5,261	19,868	6,785	1,507	1,312	1,500	1,323	1,069	2,448	2,095
16	4,058	5,018	5,412	19,576	6,480	1,340	1,359	1,500	1,256	1,037	80	1,588
17	4,224	5,000	5,639	19,369	6,440	1,130	1,411	1,514	1,332	1,037	642	2,069
18	4,816	4,899	5,709	19,253	6,370	1,207	1,470	1,419	1,351	1,059	1,370	1,964
19	4,999	4,786	5,946	19,001	6,264	1,340	1,522	1,396	1,332	1,042	1,389	2,124
20	5,186	4,662	6,180	18,390	5,538	1,624	1,470	1,339	1,332	1,011	1,491	1,987
21	5,869	4,616	6,738	18,246	4,872	1,795	1,476	1,339	1,370	1,101	1,453	1,911
22	6,532	4,413	7,173	17,945	4,709	2,077	1,482	1,035	1,389	1,029	1,524	1,839
23	6,717	4,369	7,824	17,654	4,296	1,930	1,539	1,282	1,504	1,048	1,713	2,016
24	6,967	4,316	8,547	17,201	3,270	2,121	1,590	1,358	1,482	1,161	1,646	2,340
25	7,142	4,461	9,246	16,870	3,709	2,186	1,564	1,453	1,456	1,173	1,679	2,134
26	6,906	4,309	9,362	16,329	3,737	2,250	1,621	1,651	1,476	1,151	1,613	2,507
27	6,601	4,212	9,910	15,835	3,729	2,273	1,583	1,837	1,495	1,095	1,528	1,972
28	6,652	4,124	11,019	15,072	3,823	2,140	1,576	1,921	1,444	1,167	1,524	2,316
29	6,470	.....	11,756	14,715	3,826	2,115	1,576	2,115	1,356	1,146	1,524	2,418
30	6,470	.....	12,774	14,468	3,657	2,107	1,538	2,114	1,215	1,143	1,524	2,438
31	6,439	.....	13,812	.....	3,572	.....	1,481	1,832	.....	1,143	.....	2,479
Total	164,064	144,038	194,979	540,125	228,643	73,408	50,478	47,925	43,022	34,877	41,208	64,317
Mean	5,292	5,144	6,290	18,004	7,376	2,447	1,628	1,546	1,434	1,125	1,374	2,075
Highest	7,142	6,500	13,813	20,196	14,141	3,580	2,156	2,115	1,722	1,210	2,448	2,542
Lowest	3,613	4,124	3,279	14,468	3,265	1,131	1,179	1,035	1,215	1,011	80	1,581

TABLE No. 4.

TOTAL flow of the Crow River for 1911.

Month.	Millions of Cubic Feet.	Remarks.
January	661·10	
February	342·59	
March	543·79	
April	4449·74	
May	3641·51	
June	2064·24	
July	1016·59	
August	629·82	
September	483·19	
October	405·02	
November	1362·36	
December	3236·46	
Total	18836·41	Millions of cubic feet.
Average rate of flow for the year	597·3	Cubic feet per second.

The above figures are from weir measurements.

TABLE No. 5.

TOTAL flow of the Crow River, and the Trent River at Healey Falls and Campbellford for 1912.

Month.	Crow River. Millions of Cubic Feet.	Healey Falls. Millions of Cubic Feet.	Campbellford. Millions of Cubic Feet.	Remarks.
January	1832·92	10785·83	12618·75	
February	1386·88	5980·17	7367·05	
March	1068·36	5661·54	6729·90	
April	7018·20	22279·05	29297·25	
May	6551·84	27370·40	33922·24	
June	5231·72	27927·76	33159·48	
July	905·91	6010·53	6916·44	
August	680·62	4459·45	5140·07	
September	592·53	4041·79	4634·32	
October	947·66	5474·30	6421·96	
November	3072·29	12192·16	15264·45	
December	2903·19	15093·20	17996·39	
Total	32192·12	147276·18	179468·30	Millions of cubic feet.
Average rate of flow for the year	1018·0	4657·3	5675·3	Cubic feet per second.

The above figures are from weir measurements.

TABLE No. 6.

TOTAL flow of the Crow River and the Trent River at Healey Falls and Campbellford, for 1913.

Month.	Crow River.	Healey Falls.	Campbellford	Remarks.
	Millions of Cubic Feet.	Millions of Cubic Feet.	Millions of Cubic Feet.	
January	2458·47	11716·62	14175·09	
February	2097·92	10347·00	12444·92	
March	3708·77	13137·40	16846·17	
April	9089·11	37577·69	46666·80	
May	3063·04	16691·70	19754·74	
June	1105·12	5237·36	6342·48	
July	721·56	3639·76	4361·32	
August	447·42	3693·27	4140·69	
September	255·95	3461·15	3717·10	
October	111·33	2902·02	3013·35	
November	218·70	3341·64	3560·34	
December	757·56	4808·02	5565·58	
Totals	24034·95	116553·63	140588·58	Millions of cubic feet.
Average rate of flow for the year	762·1	3695·9	4458·0	Cubic feet per second.

The above figures are from weir measurements.

TRENT CANAL.

PETERBOROUGH, May 26, 1914.

SIR,—I have the honour to submit the annual report on the maintenance and operation of the Trent canal for the year ending March 31, 1914.

The extent of waterway open to navigation is the same as last year, namely 160 miles.

OPENING AND CLOSING OF NAVIGATION.

Hastings to Rice lake, opened June 9, closed December 11.
Rice lake to Peterborough, opened May 3, closed December 18.
Peterborough to Lakefield, opened May 20, closed November 8.
Peterborough lift lock, opened May 20, closed November 8.
Lakefield to Bobcaygeon, opened April 26, closed November 29.
Bobcaygeon to Rosedale, opened May 25, closed November 29.
Balsam lake to lake Simcoe, opened May 1, closed October 20.
Kirkfield lift lock, opened May 1, closed October 20.
Lake Simcoe to Orillia, opened May 1, closed November 18.

The following work was performed on the several divisions of the canal during the year:—

HEALEY FALLS TO BOBCAYGEON.

REPAIRS.

Peterborough Lift Lock.—In order to drain the gate recesses in the upper reach, three-inch pipes were placed through the concrete centre wall between the upper bays

of the lock. These pipes were carried into the upper engine room and there connected with the waste pipes.

New rubber seal tubes were fitted to the gates of this lock.

The interior of the chambers was scraped and repainted with a graphite paint.

Bridges.—Bridges at the following points were replanked: Lock No. 7, Maria street, Peterborough, Warsaw road and Buckthorn.

Booms, Slides and Dams.—The dam at Lakefield was partially rebuilt and general repairs made to booms, slides and other dams.

Banks.—Slides which occurred in the slopes at the Peterborough lift lock were repaired. Other slips have since occurred which will be repaired and sodded during the coming season.

Four hundred and sixty-five feet of 24-inch cement pipe drain and one hundred feet of 8-inch drain, together with three concrete catchwater basins and manholes, were laid on the west side of the Peterborough lift lock to carry surface water to the canal below the lock.

Wharves.—The public wharf at the village of Keene was raised about two feet, filled and planked.

Shelters were provided on public wharves at Whitfields, Hales and Smithsons.

Minor repairs were made to public wharves at Gore's Landing, Harwood, Dunnetts, Hales and Smithsons.

Buoying.—The channel in Pigeon creek from Pigeon lake to Omemee as well as the channel in Indian river from Rice lake to Keene was marked with spar buoys.

Painting.—Lockgates, lockhouses and fences were painted where deemed desirable. The interior of the lockhouse at lock No. 7 was renovated.

The highway bridge at Hastings was painted.

HEALEY FALLS TO BOBCAYGEON.

INCOME IMPROVEMENTS.

Repairs to Headwater Dams.—Otter Lake dam was rebuilt, the Forks dam was partially rebuilt and repairs were made to Burnt dam, all on Squaw river.

Riprapping.—The rubble wall facing the slope above the lock at Lakefield was rebuilt for a distance of about three hundred feet. Catchwater basins and tile drains were placed behind the wall, having weep drains at frequent intervals.

About four hundred feet of protection was placed on the water line of the east canal bank, south of the Grand Trunk Railway bridge at Nassau.

BOBCAYGEON TO BALSAM LAKE.

REPAIRS.

Bridges.—The highway bridge at Rosedale was repaired and replanked.

Booms, Slides and Dams.—In addition to general repairs, eight hundred feet of the superstructure of the wing dam at Bobcaygeon was rebuilt. A landing stage for small boats was built at Fenelon Falls.

Painting.—Lockgates and buildings at Lindsay, Fenelon Falls and Rosedale were painted, as well as the following bridges: Lindsay street, Lindsay; Wellington street, Lindsay; Fenelon Falls and Rosedale.

Repairs to Reservoir Dams.—General repairs were made to the following dams: Percy, Little Bob, Crab, Halls, and minor repairs to Norland, Elliott's and Devil's.

INCOME IMPROVEMENTS.

Repairs to Headwater Dams.—Extensive repairs were made to dams at Big Bob, Oblong and Paint lakes, and minor repairs to the following dams: Hawk lake, Mud lake and Keneese lake. At Moore's Falls the south end of the dam was rebuilt in concrete and a canoe slide built to connect the upper and lower pools.

BOBCAYGEON TO BALSAM LAKE.

INCOME IMPROVEMENTS.

Dredging.—The channel of the Scugog river, north of the town of Lindsay, was widened and deepened to improve navigation to that town. About ten thousand cubic yards was removed by the dredge between the 12th of May and the 3rd September, when the dredging plant was moved to Balsover on the Balsam Lake-Lake Simcoe Division.

BALSAM LAKE TO LAKE SIMCOE.

REPAIRS.

Locks.—Two new valves were placed in the upper gates of lock No. 1. Cement floors with tile drains leading therefrom were placed in the lockhouses at locks Nos. 2, 3 and 4. A tile drain was laid from the cellar of the lockhouse at lock No. 5.

Kirkfield Lift Lock.—One hundred and twenty feet of drain built in concrete was constructed in the tailrace from the power house.

Bridges.—The following bridges were replanked: Portage road, Balsover, and Boundary road.

Wharves.—A small wharf was provided at Atherley on lake Simcoe.

Fences.—About eighty rods of fencing was moved back to permit of a ditch being dug on its former location and twenty rods of new fencing built.

Marking Channels.—Electric lights were installed at the swing bridge across the narrows between lakes Simcoe and Couchiching, and electric range lights to mark the channel between shoals at the narrows were placed on the lake shore about one mile north of the town of Orillia.

The channel on lake Couchiching from Mile island to Washago was marked with spar buoys.

A new buoy was placed at Couchiching point. This buoy carries a light at night.

BALSAM LAKE TO LAKE SIMCOE.

INCOME IMPROVEMENTS.

Dredging.—The prism of the canal through the rock cut at Balsover is being deepened to nine feet and the rock excavated is being used for riprap.

Riprapping.—About six thousand lineal feet of riprap procured from the dredging at Balsover was placed on the water line of the Talbot river from Balsover to lock No. 3.

Cleaning drowned lands.—The stumps and floating debris were removed from some submerged lands in Balsam lake and from there to the Kirkfield lift lock.

GENERAL.

Minor repairs were made to all locks where necessary and to canal property generally, buoys and lighthouses were painted, fences repaired, ditches cleaned, etc.

The drilling plant was engaged in drilling and blasting rock in the Scugog river and at Balsover from May 6 to October 15.

The dredging plant was let to the Public Works Department for work at Geneva Park, lake Couchiching, for about a week, in the month of October, and to Mr. Ed. Conroy to do work in connection with a Public Works Department contract at Orillia from October 27 to November 10.

Repairs due to ordinary wear and tear were made to the floating plant which consists of a dredge, drill boat, 3 tugs, 1 inspection steamer, 3 boarding scows, 4 dump scows and 7 flat scows. A steel derrick was placed upon flat scow No. 15.

The traffic as shown by the number of lockages at the principal locks shows an increase of 7 per cent over the previous year.

I am, sir, your obedient servant,

A. L. KILLALY,
Acting Superintendent.

W. A. BOWDEN, ESQ.,
Chief Engineer, Department of Railways and Canals,
Ottawa.

WELLAND SHIP CANAL.

St. Catharines, Ont., June 30, 1914.

Sir,—I beg to submit, herewith, my annual report on the progress of work on the Welland ship canal.

In my last annual report I gave an outline of the proposed route, dimensions and general engineering features of the canal, as follows:—

"The proposed Welland ship canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half way across the peninsula. From this point an entirely new cuting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea level.

"The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east Port Dalhousie, the entrance to the present canal. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and for the present the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by the simple process of dredging out the reaches.

"A new western breakwater consisting of an immense rubble mound of stone from the excavation north of Port Colborne, and terminating in a timber and concrete headblock located some 2,000 feet farther out in the lake than the present breakwater, will be built to insure quiet water in Port Colborne harbour during storms, which is not the case now, the present breakwater not being far enough out in the lake to deaden the swells.

"The outer harbour at Port Colborne has now a 22-foot depth at ordinary stages of the lake, which is as much as is available at most of the lake ports and in the channels connecting the lakes at the present time, and the deepening of this portion of the harbour may be left for a few years until the connecting channels in the lakes allow deeper navigation.

"The inner harbour at Port Colborne will be deepened to the proposed new depth and the old locks and regulating weir now in the centre of the village will be entirely removed. The rock cut from Port Colborne to Humberstone will be deepened and widened on the west side, and just below Humberstone a thorough cut will be made across the point now forming Ramey's bend to materially straighten the canal. The materials from these cuts will be nearly all rock, and will be used to form the breakwater previously mentioned. A guard lock will be built in the rock cutting a short distance below Humberstone, and when this new cutting is ready for navigation a regulating weir will be built across the abandoned portion of the present canal which will be used as a by-pass to furnish water to the canal. This lock and regulating weir will control the elevation of the summit level of the canal, which it is proposed to keep at the level of extreme low water in lake Erie, viz: 568 feet above sea level.

"From Ramey's bend to Welland the canal will be deepened and widened by excavating a strip along the western bank. Instead of building a new aqueduct at

Welland to carry the canal over the Welland river, it is proposed to raise the level of the river to that of the summit level of the canal, viz: 568 feet, by means of a dam across the river at Port-Robinson. This dam will be provided with a large overflow and regulating weir which will control the elevation of the summit level, allowing any surplus water to overflow into the old Welland river and pass out into the Niagara river at Chippawa as at present; a sufficient quantity of water will be allowed to run constantly to keep the river clean.

"The present aqueduct at Welland will be dredged out, also the bank between the canal and the river, which latter will be utilized between Welland and Port Robinson instead of the present canal, being somewhat straighter and entailing considerably less excavation. At Port Robinson a cut will be made through the present bank between the canal and the river through which vessels will again enter the canal prism.

"The raising of the Welland river above Welland will flood some 1,600 acres of low land adjoining the river bed. This land is flooded every spring by the flood water in the river, and is principally used for pasturage. The township of Wainfleet adjoining the Welland river on the south side, consists principally of low lying ground which drains into the Welland river, and to prevent damage to this land on account of the raising of the river, it will be necessary to open up most of the ditches from the point of their present entrance to the river to the intended high-water mark.

"The turning of the Welland river into the canal will pollute the water which is at present used by the towns of Welland, Thorold and Merritton, and by the city of St. Catharines, for domestic purposes. This may necessitate the construction of extensive filtering plants, which scheme is not looked upon with favour by those interested. An alternative scheme to lay a pipe line from lake Erie to the reservoirs of the different municipalities, through which clean water would be continuously pumped, is under consideration and appears to be the most feasible scheme available.

"Between Port Robinson and Allanburg what is known as the deep cut (deepest cutting 80 feet) will be deepened and widened by cutting a slice off the western bank. Allanburg is now the junction of the present and old Welland canals, and the water required for the latter which is quite considerable on account of the numerous power developments along it, is taken into the canal through a weir at this point.

"In connection with the construction of the ship canal, it is proposed to close the present old canal entirely between Allanburg and Marlatts bridge near Thorold, first building a new weir at the head of lock No. 25 of the present canal to supply the above-mentioned water. A dam will then be thrown across the old canal at Allanburg, and the old bed of the canal between the dam and Marlatts bridge will be utilized as a dumping ground in which to place the material removed from above water in widening the deep cut. This will form a very convenient dumping ground, and the old canal will become more self-contained, as at present the entrance works are situated at an inconvenient distance from the remainder of the canal.

"If it is desired to continue navigation on the old canal, entrance may be had to it through lock No. 25 of the present canal when the ship canal is completed, by making a short cut through the bank separating the two waterways.

"A pair of twin guard gates are located on the proposed canal near the southerly limits of the town of Thorold, and a short distance north of them is located lock No. 7, the head of this lock being directly opposite the head of lock No. 24 on the present canal. That portion of the present canal between locks No. 25 and No. 24, together with a pond of about 27 acres formed by flooding the upper valley of the Ten Mile creek, will be utilized as a regulating basin from which water to fill lock No. 7 will be drawn. This method of drawing water from a side pond instead of directly from the canal above avoids the formation of objectionable currents and surges in the canal and locks, and is the method adopted for filling all of the locks.

"Below lock No. 7 is a short reach of canal with an adjacent side pond or regulating basin having a surface area of about 84 acres, and immediately below are located

Twin locks Nos. 6, 5 and 4, in flight. These three locks overcome a descent of 139½ feet. One flight will be used for downbound vessels and the adjoining flight for upbound, a double flight being required to save long delays in the passage of vessels through the canal.

"The main line of the Grand Trunk railway between St. Catharines and Niagara Falls will cross over the foot of Twin locks No. 4, by means of two short bascule lift bridges.

"The Welland division line of the Grand Trunk railway is situated just where the new locks are to be built, and it will be necessary therefore to divert it some distance to the west, and the diverted line will bear the same relation to the proposed canal as the present line does to the present canal, following up on the west side of the locks, but remaining on the west side of the canal for some distance above the present lock No. 25, when it crosses over the proposed canal on a Bascule lift bridge to the east side.

"From lock No. 4 the proposed canal crosses the meadow to the north, following in part the bed of the Ten Mile creek till it crosses the present canal at the foot of lock No. 11, at an elevation of 382 feet above sea level, which is the level of the present canal at that point. This will enable small vessels which wish to do so, to use the Port Dalhousie entrance as at present, as far as lock No. 11.

"Lock No. 3 is located immediately north of the present canal, and at its head on the east side is situated an equalizing basin or pond of 150 acres. Below lock No. 3 a heavy cutting is required through the village of Homer to the bed of the Ten Mile creek again, above Carleton street, and just below Carleton Street Lock No. 2 is located. It was difficult to find a location for this lock on account of the lack of rock for a foundation, but eventually a suitable foundation was found at the present site. The canal at the head of lock No. 2 is at an elevation of 335½ feet above sea level, and floods about 200 acres of land in and adjoining the bed of the Ten Mile creek. Below lock No. 2 the canal follows the bed of the creek to the lake, lock No. 1 being situated just below the lake road. The pond at the head of lock No. 1 covers an area of 107 acres.

"The outer entrance piers in lake Ontario are placed about one and one-half miles from shore, where the depth of water is 30 feet. A wide channel will be dredged from these piers to lock No. 1. The sides of this channel will be protected near the shore end by reinforced concrete cribs with concrete superstructures, alongside which vessels may lie. From the shore line of the lake to the outer entrance piers an embankment about 500 feet in width will be formed on either side of the channel from material excavated from the canal between the lake and Thorold.

"For the purpose of conveying this material from the different contracts to the lake, the department will build a double track railway along the west side of the canal from the foot of the flight locks near Merritton to the lake, and temporary trestles will be built out in the lake on either side of the harbour from which to start the dumps. The railway will also be utilized to haul crushed stone from the site of the flight locks to locks Nos. 1, 2 and 3, where it will be used for the purpose of making concrete.

"The contractor for the rock excavation from the site of the flight locks will, under his contract, be obliged to crush a sufficient quantity of the good rock taken from his excavation to supply all the crushed stone required for making all the concrete for the different locks and structures.

"The lock walls will be 82 feet high above the top of the gate sills, and including the necessary foundation work required below this level two of the locks will have walls 100 feet high.

"The lock gates will be of the single leaf type, swinging on a hinge at one side of the lock, and resting in a notch cut in the opposite wall, a single leaf thus spanning the whole width of the lock chamber. The gate at the foot of each lock will be 83 feet in height and 88 feet in length, and will weigh about 1,100 tons.

"The valves and culverts in the walls are of large dimensions and will permit of the lock being filled in less than eight minutes. This will mean that the time of passage through the canal will be very much reduced below that required at present.

"The canal will be divided into nine sections for contract and construction purposes.

"The contractor for each section will be required to supply all plant and labour to efficiently carry out the work of excavation and the construction of all structures such as locks, weirs, substructures of bridges, entrance piers, etc. He will also supply all necessary materials required in the construction of the above, excepting Portland cement and certain metal work which will be furnished by the department.

"The furnishing of Portland cement to contractors has been found a very satisfactory method on other contracts with the department and this method will be adopted in all contracts on the ship canal.

"All steel and iron castings and other metal work which is standard for all locks, etc., will also be furnished to the different contractors to be placed in positon in the concrete masonry of locks, weirs, bridges, etc.

"The building and erection of lock gates will form a separate contract.

"The steel superstructure of bridges will be built under separate contracts.

"The following estimated quantities will give an idea of the magnitude of the work:—

Rock excavation	6,000,000	cubic yards.
Earth "	40,000,000	" "
Concrete "	2,200,000	" "

"A careful and conservative estimate places the total cost of the work at less than $50,000,000.

"The canal should be ready for navigation in five years."

In May, 1913, the department called in, as consulting engineer, Mr. Alfred Noble (since deceased), a very prominent engineer who has been connected with practically all the large canal undertakings in the United States for many years, to report upon the design and plans of the proposed canal, and upon receipt of Mr. Noble's report, which fully endorsed my plans and proposals, the department decided to call for tenders for several of the important sections of the work.

For construction purposes, the work was divided into nine contract sections, section No. 1 being at the lake Ontario end of the canal and section No. 9 at the lake Erie end, and during the fall of 1913 contracts were awarded for sections Nos. 1, 2, 3 and 5. Sections Nos. 1, 2 and 3 include the lake Ontario entrance and all of the seven lift locks; also the grading for the Welland Ship Canal construction railway. Contracts were also awarded for the necessary ties, rails, etc., for the construction railway.

Section No. 1 extends from station 0 to 150, approximately three miles, and covers about one and one-half miles of subaqueous work in lake Ontario, and about one and one-half miles of dry work on shore. This section embraces the construction of the lake Ontario harbour and entrance, single lock No. 1 and weirs, bridges Nos. 1 and 2; also the excavation of the canal proper, building of watertight embankments, roadway diversions, etc., and the grading of the construction railway alongside the section.

Section No. 2 extends from station 150 to station 380, approximately four and one-third miles, and embraces the construction of single locks Nos. 2 and 3, together with the necessary entrance walls, regulating and supply weirs, substructures for bridges Nos. 3, 4 and 5, construction railway swing bridge over present canal, and pond bridge at lock No. 3, the excavation of canal prism, building of water-tight embankments, roadway diversions, and the grading of the construction railway alongside the section.

Section No. 3 extends from station 380 to station 490, approximately two miles, and includes the construction of twin locks in flight Nos. 4, 5 and 6, single lock No.

7, twin guard gates, and the necessary retaining and entrance walls, weirs, conduits, concrete bridges, steel bridge substructures, etc., and the relocation of the Welland division of the Grand Trunk railway from a point near the town of Merritton to the southern end of the section, between which points its present position interferes with the location of the ship canal; also the grading of the southern end of the construction railway. This section also includes the building of a large earth dam, opposite the head of lock No. 6, for the purpose of forming a pond to control the elevation of the canal at the head of the flight locks.

Section No. 4 extends from station 490 to station 640, approximately three miles, and embraces the excavation of the canal proper in a through cut of earth and rock between these points, together with the building of substructures of bridges Nos. 10, 11 and 12.

Section No. 5 extends from station 640 to station 775, approximately two and one-half miles, and the work consists of the excavation necessary to widen and deepen the present channel between Allanburg and Port Robinson, through what is known as the "Deep Cut." The excavated material, principally earth, is to be used in filling up the low land between the present canal and the old canal, north of Allanburg; also the filling of the old canal itself north from Allanburg to Marlatt's bridge. This section also embraces the building of the substructure for bridge No. 13, at Port Robinson.

Section No. 6 extends from station 775 to station 980, a distance of about four miles, and will include the building of a dam and weir across the Welland river near Port Robinson in order to raise the river to elevation 568 above sea level, which is assumed to be extreme low water level in lake Erie. It will also comprise the excavation necessary to form the canal prism on its new location in the Welland river between Port Robinson and Welland; the removal of a portion of the old aqueduct at Welland, and the construction of substructure for bridge No. 14 at Welland; also the diversion and raising of the present river road west of Welland where it will be flooded and such other work along the river banks as may be necessary to prevent the raising of the water level doing damage to adjoining property.

Section No. 7 extending from station 980 to 1210, approximately four and one-third miles, embraces the deepening and widening, on the west side, of the present canal between Welland and Lyon's creek, together with the substructures for bridges Nos. 15, 16, 17 and 18.

Section No. 8 extends from station 1210 to station 1310, approximately two miles, and consists of the excavation of a new cutting in earth and rock through the point formed by Raney's bend on the present canal, in order to straighten the channel for the use of large vessels. The excavation includes a large amount of rock work and in the rock cutting will be built a guard lock to take the place of the present locks at Port Colborne. When the new channel is open for navigation a regulating and supply weir will be built across the present channel and this, with the guard lock, will be utilized to maintain the level of the canal between this point and the guard lock at Thorold at elevation 568, which is assumed to be extreme low water in lake Erie.

Section No. 9, extending from station 1310 to deep water in lake Erie, embraces the excavation necessary to deepen and widen on the west side the present channel between Humberstone and Port Colborne, together with the removal of the present locks at Port Colborne. The excavated material will be used to build a spur on the western breakwater.

Section No. 1.

Tenders for section No. 1 were invited by public advertisement on June 2, 1913, and on August 1 a contract was entered into with the Dominion Dredging Company, Limited, of Ottawa, for the various works included within this section.

During the summer of 1913 a two-storey office building was erected immediately east of the canal prism and north of the Lake Shore road, to be used as engineering offices on the lower floor, and quarters for part of the staff on the upper floor.

Mr. C. L. Hays, who had been acting as assistant engineer on the headquarters staff, and who had previously had considerable canal experience, was placed in charge of this section in September last as resident engineer.

The contractors arrived on the ground early in September last, and immediately commenced the construction of the necessary buildings and shops for their operations.

During the fall the ladder dredge *Brussels* and the dipper dredges *Delvet Dominion* and *Fundy* arrived on the work, but, owing to the lateness of the season, little real work was accomplished, and the dredges were laid up for the winter at Port Dalhousie about the middle of December.

The following plant for dry excavation has also been placed on the work and is in active operation:—

1—15 ton Brownhoist locomotive crane.
1—Model 85-C Bucyrus steam shovel.
1—Class 24 Bucyrus drag-line excavator.
1—No. 2 Marion-Osgoode steam shovel.
3—60 ton locomotives.
6—40 ton locomotives.
45—12 yard dump cars.
8—16 yard dump cars.
2—Western spreaders.

The Bucyrus shovel commenced work December 22 and worked until February 20, in the canal prism, west side, between stations 76 and 86. On February 20 it moved to the east side at station 88, where it has been engaged continuously to date, between stations 85 and 95, all of the excavated material going into fills for dykes on either side of the harbour.

The Bucyrus Drag-line excavator was assembled and commenced work on January 12, making a cut for the west entrance wall for lock No. 1, and has been continuously engaged at this since that date, having excavated 800 feet of this trench to grade, which is now ready for the construction of the entrance wall. Part of the material handled has gone into construction railway fill, and the balance into harbour dykes.

Shovel No. 2 commenced work on December 29 and has been engaged in excavating a drainage ditch through the flats from the Lake Shore road, southwards, and in the canal prism, west side, between stations 107 and 128, and is now working day and night, the excavated material going into construction railway fills.

The 15-ton locomotive crane, with clam-shell bucket, excavated a cutting for the construction railway, when not otherwise engaged, between stations 76 and 81-50, and is at present excavating drainage ditch along the east side of the watertight embankment above lock No. 1.

Dredging operations for this season were resumed on April 23, when the dipper dredges *Delvet* and *Dominion* commenced work excavating the foundation for the cribs for decking on the east side of the harbour, the material being dumped on the line of the trestle, west side.

The dredge *Fundy* commenced work on May 4.

The contractors are at present building the trestles in the lake on the east and west sides of the entrance channel, which are to be used for the purpose of dumping excavated material from sections 1 and 2 to make side dykes or embankments forming the harbour, and which will eventually extend to deep-water a mile and a half out into the lake.

The contractors on this section have a splendid new plant of excavating machinery, locomotives and dump cars, and are making a very satifactory showing.

Section No. 2.

Tenders for section No. 2 were invited on September 22, 1913, the successful tenderers being Messrs. Baldry, Yerburgh and Hutchinson, of Westminster, England.

One of the buildings acquired in connection with the purchase of the right of way at Homer has been utilized for the purpose of engineering offices on this section, and on March 10 last Mr. E. G. Cameron, late of the engineering staff of the Trent canal, was placed in charge as resident engineer.

The contractors commenced operations early in December, 1913, erecting camps and other buildings, and at present have the following excavating equipment on the work.

1 90 ton "Marion" steam shovel, No. 1.
1 70-ton "Bucyrus" steam shovel, No. 2.
1 model C-85 "Bucyrus" steam shovel, No. 3.
1 Atlantic steam shovel, No. 4.
1 70-ton "Bucyrus" drag-line excavator, No. 1.
1 Model 24 "Bucyrus" drag-line excavator, No. 2.
9 40 to 60-ton locomotives.
7 18 to 45-ton locomotives.
60 12-yard dump cars.
6 30-yard dump cars.
12 16-yard dump cars.
55 6-yard dump cars.
1 Western spreader.
1 Jordon spreader.
6 Elevating graders.
3 Traction engines.

Steam shovel No. 1 commenced excavation on January 23, 1914, at station 151, east side of canal prism, material going into construction railway fills and west embankment. Work was stopped from February 6 until April 6, owing to frost. Since latter date this shovel has been engaged continuously excavating to grade between sections 151 and 170.

Steam shovel No. 2 started work on February 9th at station 306, canal prism, and has worked continuously since that date making cuttings between stations 306 and 336, all material going into construction railway fills north and south of the Queenston road.

Drag-line excavator No. 1 commenced work on March 5, excavating on section 1, but a great deal of time was lost owing to the frost and spring freshets. On March 21 this machine moved to section No. 2 at station 150, excavating east slope of prism to grade, to the site of lock No. 2.

Steam shovel No. 3 started on May 6, working south from station 280, canal prism, west side, and to date has made several cuts to station 292.

Drag-line excavator No. 2 was assembled and started work on April 23 in canal prism at station 294. It is trimming the east slope of the canal and excavating gravel for ballasting the construction railway.

Shovel No. 4 started in June excavating north along the canal prism, west slope, from station 368, the excavated material going into construction railway.

Drainage ditches have been excavated and culverts built along west side of canal to take care of drainage cut off by railway and canal banks.

Excellent progress is being made on this section.

Section No. 3.

Tenders for this section were invited on August 2, 1913, Messrs. O'Brien & Doheny and Quinlan & Robertson, of Montreal, being the successful tenderers, and a

contract was entered into with this firm on October 4, 1913, for the various works comprised within this section.

As the location of the canal through the town of Thorold follows along Wellington and Chapel streets for a considerable distance, it was necessary to either demolish or remove a number of houses and other buildings situated on the right-of-way, and as the majority of these buildings were in fairly good condition it was decided to move some of them on to Government property, and utilize them for offices and quarters for members of the staff. Others have been moved to Welland street, sufficient land to accommodate them having been acquired by the department, and these will probably be disposed of by public sale in the near future.

An office building for the engineering staff was opened in November, one of the houses acquired in the purchase of the right-of-way through the town of Thorold being utilized for this purpose, and Mr. H. M. Belfour, formerly of the Trent canal, was placed in charge as resident engineer.

The contractors immediately commenced the erection of buildings and a large machine shop, and during the latter part of September their plant commenced to arrive on the work.

The contractors for this section have the following excavating plant on the ground:—

5 60-ton "Marion" steam shovels.
1 20-ton "Marion" steam shovel.
1 170-ton "Marion" drag line excavator, 115-foot boom.
1 140-ton "Beatty" drag line excavator, 100-foot boom.
2 40-ton standard locomotives.
16 12 to 30-ton locomotives.
12 12-yard dump cars.
150 6-yard dump cars.
20 4-yard dump cars.
2 traction engines (Sawyer-Massey).
1 Browning locomotive crane.

On October 3 the first steam shovel was placed in position and started excavating in cut for Grand Trunk railway relocation at station 86-50, railway chainage.

Steam shovel No. 2 commenced operations on October 9 at station 136-50, working north on G.T.R. relocation, material going into fill between station 136-50 and Thorold reservoir at station 140-00, also into west embankment of canal to elevation 482 as far south as Thorold reservoir. This shovel also made a cut for the relocation of the Colonial Wood Products Company's spur. Work was also commenced making a cut in the rock west of the Grand Trunk railway at station 443-00, canal chainage, for contractor's service track, which will cross under the G.T. Ry. at St. David's road, and thence to site of dam at head of lock 6, to be used for hauling excavated material to the dam for water-tight embankment.

Three other shovels were assembled and commenced work during the month of November, and at present the contractors have six steam shovels in operation on this section.

As the Grand Trunk railway double track main line to Niagara Falls crosses the proposed canal at the foot of twin locks No. 4, it was deemed advisable to make a slight diversion of this line to the north, and a steel double track railway bridge is being erected to carry the main line over the canal during construction. This bridge consists of four single track through truss spans and four single track girder spans, each of the tracks to be carried on a separate line of single track spans, so designed that when no longer required at the present location they can be used elsewhere as single track railway bridges. When twin locks No. 4 are completed Bascule lift bridges will be built to carry the railway over the locks on the old location.

The contractors commenced excavation for centre pier of this bridge in January, 1914, and it is expected that it will be brought into service in September.

As the contractors for section No. 3 are required under their contract to supply and crush all rock to be used for concrete on sections 1, 2 and 3, they are installing an extensive rock crushing plant, north of Grand Trunk Railway main line. It is expected that this plant will be in operation in September.

The concrete corewall, for the large earth dam at the head of lock No. 6, which is founded on solid rock at depths from five to thirty feet below the base of the dam, is now nearly completed and good progress is being made on the building of the dam itself. The earth for the dam is being obtained from the excavation in the section which is rehandled into the dam by large clam shell excavator, and spread, rolled and watered.

The large amount of work required to relocate the Welland division of the Grand Trunk railway is now nearly completed and it is expected that the railway will be using its new line in October. Until the change is made the contractors are considerably hampered in their work as the present line runs diagonally across nearly the whole length of the section.

Section No. 5.

Tenders for this section were invited on October 29, 1913, the successful tenderers being the Canadian Dredging Company, Limited, Midland, Ont.

Five 60-ton "Marion" steam shovels are now at work on this section.

Section No. 4A.

This section consists of the construction of two reinforced concrete culverts across the flats between the present and the old canals, north of Allanburg, to take the place of the open ditches at present existing and which carry the drainage emanating on the east side of the present canal, and a supply weir near lock No. 25 of the present canal to feed the old Welland canal.

The supply weir is located in the rear of the bank between the old Welland canal and the raceway west of lock 25 of the present canal, and this and the culverts are necessitated by the fact that the old canal between Allanburg and Port Robinson will be closed and used in connection with the low land between the two canals as a dumping ground for material excavated from section No. 5.

The contract for this section was awarded to Messrs. Maguire & Cameron on April 17, 1914, and good progress is being made.

Construction Railway.

The Welland Ship Canal construction railway is being built by the department between the lower end of section No. 3, near Merritton, to Lake Ontario for the use of the contractors for sections Nos. 1, 2 and 3 in hauling excavated material from their sections to the lake, where it is deposited to form dykes or embankments on either side of the proposed harbour.

The railway will also be used by the contractors to haul stone from the crusher, located at the lower end of section 3, to their various works; also for the hauling of sand, cement, steel, etc.

Extending outward from the shore on either side of the new harbour on Lake Ontario, timber trestles are being built from which the first dumping of material for the side embankments takes place. As the trestles are filled up the dumping tracks are gradually moved sideways and the embankments widened. Eventually each side embankment will be three or four hundred feet in width and a mile and a half in length.

The dredged material from the harbour is also being placed in these embankments.

The railway is now partially completed and the building of the embankments in the lake has been commenced and works very satisfactorily.

There was some doubt as to the effect of wave action on the unprotected faces of the embankments being built, but experience so far has shown that this will not be at all serious. Eventually the sides of the embankments will be rip-rapped with stone from the excavation.

At the crossing of the present canal, below lock No. 11, a double track steel swing bridge has been erected. The pile and concrete substructure was built by the contractors for section No. 2, and the steel superstructure by the Hamilton Bridge Works Company, Limited.

The grading for the railway has been done by the contractors for sections Nos. 1, 2 and 3 under their contracts, the ballasting by contractors for section No. 2 from a gravel pit in the canal prism.

Track materials were purchased by the department and track-laying done by day labour.

The railway is now being provided with an interlocking system, which will be operated by the department.

It is expected that trains will be run at five-minute intervals to accommodate the traffic next season.

GENERAL.

The Governor General visited the canal works on May 12. Unfortunately the day was cold and wet and the work was not seen to advantage by His Royal Highness.

Dr. J. McCoombe, who is in charge of the Medical Service for the contractors on sections 1, 2 and 3, has erected and equipped commodious hospital buildings on private property on the Queenston road, west of the canal prism, for the proper care and treatment of employees taken sick or injured on the canal operations. In addition, field hospitals are established at different points along the work.

The contract prices obtained for sections Nos. 1, 2, 3 and 5 have fully justified my estimate of cost of $50,000,000 for the completed canal, and the work so far done justifies my estimate of date of opening of canal, namely, 1918.

I am, Sir,
Your obedient servant,

J. L. WELLER,
Engineer-in-charge.

W. A. Bowden, Esq.,
Chief Engineer,
Dept. of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. CATHARINES, June 27, 1914.

SIR,—I have the honour to submit my report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ended March 31, 1914.

NAVIGATION SEASON.

The canal opened for navigation on the 15th of April and closed 18th December, 1913.

ACCIDENTS.

A minor accident occurred on April 28. The steamer *Ames,* bound down, collided with the left hand gate of lock No. 5, breaking the hanging gear and carrying gate out of position. The damage was slight. Navigation was delayed sixteen hours on account of having to draw the water off the level above to bring in the gate lifter.

On June 15, 1913, the steamer *Lloyd S. Porter,* up bound, carried away the four gates of lock No. 1. On account of the large body of water released from both the old and new canals, repairs could not be commenced for about twelve hours. Four spare gates were placed and navigation resumed, having been interrupted for about thirty-six hours. The steamer was slightly damaged.

An unusual accident happened on August 2, 1913, when the steamer *Lehigh,* down bound, struck and carried away the lower gates of lock No. 23. They were replaced by spare ones and navigation resumed in eighteen hours. The vessel was damaged and leaking. She remained in the level between locks 22 and 23, clear of the navigable channel, until August 11, when temporary repairs were made to her and she passed out of the canal.

Another lesser accident, caused by the breaking of a hood, at lock No. 20, on August 30, 1913, made it necessary to put in a spare gate, delaying navigation for a few hours.

SLIDES.

The two slides which occurred on the summit level, in February, 1913, one on the west side about 1½ miles north of Welland aqueduct, and the other on the east side of the canal, at the south end of the deep cut, were removed by Mr. M. J. Hogan's dredging outfit sufficiently to provide safe navigation before the opening of the canal, in April, 1913. Later in the summer, the removal of the slide at Welland was completed.

IMPROVEMENTS.

A contract was entered into with Messrs. James Battle and N. W. Gowan, for the supply of steel castings forming the Gowan Lock Gate Safety Device. Enough castings were supplied to equip five additional locks. The masonry on locks Nos. 5, 7, 9, 10, 17, 18, 19, 20, 21, 22, 23, and 24 is prepared for the installation of the device. At the beginning of navigation for the season of 1914-15, the appliance had been equipped on the head gates at locks Nos. 5, 7, 9, 10, 17, 19, 21 and 24.

During the winter of 1913-14, while the canal was closed for navigation, the Grand Trunk Railway Company, at their own expense, replaced the single track railway swing bridge over the new canal between locks 5 and 6, with a similar one of stronger and more modern design and repaired the seat piers and abutments. The centre pier and cribs were not touched and the same clear width of channel on each side remains as before.

PORT COLBORNE ELEVATOR.

The Government elevator again showed a very large increase in business, receiving 21,441,826 bushels, as compared with 11,602,516 bushels the previous year. This amount exceeds by far any of the other Canadian lower lake port elevators, although some of these have a capacity five times greater than the Port Colborne elevator. I understand that there was but one lower lake port elevator, at Buffalo, which surpassed the Government elevator by a small margin.

The work on the erection of the addition to the elevator, giving a storage capacity of 2,000,000 bushels, was in progress during the year.

The receipts for handling grain paid all operating and repair expenses for the year and left a net surplus of $53,047.06, an increase over the previous year of $24,950.98.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out during the year. Lock No. 21 was unwatered in March, 1914, and the foundation of the upper recess, which had been undermined, repaired in concrete. Repairs in concrete were also made to part of the foundation of the lower recess. The foot-bridges over the weirs at locks Nos. 6, 7 and 24, and road bridges over locks Nos. 2, 19 and 21 weirs, which were badly decayed and unsafe, were renewed by reinforced concrete bridges. A two span bridge, carrying Geneva street over the by-pass near lock No. 6, which was in a very rotten and dangerous condition, was replaced by a reinforced concrete bridge.

REPAIRS—OLD CANAL.

The water was not drawn from the old canal in the spring of 1913, the foundation of the locks and weirs being considered to be in a safe condition.

The usual repairs to the weirs on the old canal were made during the year.

A reinforced concrete highway bridge was built over a creek a short distance below lock No. 5, to replace an old wooden structure, which was very badly decayed and unsafe for those using it.

Foot bridges over the weirs at locks Nos. 21, 22, 23, 24 and 25, which were in bad repair, were replaced by reinforced concrete bridges and are very satisfactory.

A large amount of sand, which had been washed by freshets down the Twelve Mile creek and old canal, was deposited at the head of and in the chamber of lock No. 2. During the summer it was removed by pumping and sold.

A reinforced concrete highway bridge was built over the hydraulic raceway at Clayburn avenue, the necessity having arisen from the growth of the city in this district.

WELLAND CANAL FEEDER.

The repairs of the damages caused by the flood on the Grand river early in March, 1913, were completed. A reinforced concrete spillway, to increase the facilities for the discharge of flood water from the upper to the lower river at Dunnville, was constructed during the summer, at the upper or westerly end of the Government island, and proved itself to be of great value in passing ice and water this spring. The freshet this spring, (1914), did practically no damage and was nothing in comparison with the 1912 and 1913 floods, when great damage was done, both to Government works and to the town of Dunnville.

A 30 inch concrete tile was built on Canal street east between Tamarack and the syphon culvert, under the feeder at the foot of Niagara street, in the town of Dunnville, and the old ditch filled in.

A contract was entered into with Mr. R. H. Nelson, for the construction of a reinforced concrete syphon culvert under the Dunnville branch of the feeder at

Broad creek, near Stromness, Ontario, and was satisfactorily completed. It supplements an old wooden culvert and did good work this spring in passing quickly the run-off from the surrounding country.

GENERAL.

The water in both lakes Erie and Ontario averaged about nine inches higher than in the previous year, dropping towards the end of the navigation season to about the same as the year before.

The following employees were superannuated:

Mr. Chas. H. Collier, on October 1, 1913.
Mr. John Collins, on October 1, 1913.

The following superannuated employees died during the year:—

Mr. James Ward, on April 7, 1913.
Mr. James Edmonds, on November 29, 1913.

Attached is a statement of moneys collected for damages to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

Respectfully submitted,

L. D. HARA,
Acting Superintending Engineer.

W. A. Bowden,
Chief Engineer,
Dept. Railways and Canals,
Ottawa, Ont.

STATEMENT of damages to Welland Canal property during the Fiscal Year ending March 31, 1914, and amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount. Paid.	Date. Paid.	Where Paid.
1913.		$ cts.	$ cts.	1913.	
May 4.	Steamer Saskatoon	23 20	23 20	July 18	Pt. Dalhousie.
" 5.	" Mapleton	16 70	16 70	" 3	"
" 19.	Brg. Ceylon	17 40	17 40	Aug. 20	"
" 22.	Str. Keywest	15 20	15 20	June 26	"
" 27.	" Turret Chief	24 99	24 99	" 26	"
" 28.	" Nattonco	24 95	24 95	July 3	"
June 7.	" Saskatoon	32 20	32 20	Oct. 15	"
" 23.	" Strathcona	46 00	46 00	Sept. 10	"
" 15.	" Lloyd S. Porter	4,808 32	4,808 32	June 17	"
July 12.	Brg. Dorcas Pendell	10 93	10 93	Oct. 15	"
" 18.	Derrick Scow and Tug Mystic	61 41	61 41	July 27	"
" 24.	Str. Ogdensburgh	16 45	16 45	Oct. 14	"
" 27.	" Brandon	13 44	13 44	" 14	"
"	Scow No. 11, Great Lakes Dredg. Co.	60 35	60 35	" 15	"
Aug. 2.	Str. Lehigh	4,683 31	4,683 31	Aug.	"
" 3.	" Glenmavis	45 30	45 30	Sept. 10	"
" 14.	" Iroquois	14 65	14 65	Oct. 15	"
" 19.	" Calgary	55 50	55 50	" 15	"
" 20.	" Jessie Spaulding	12 30	12 30	Nov. 5	"
Sept. 10.	" Radiant	44 10	44 10	Dec. 4	"
" 14.	" Turret Crown	17 40	17 40	Oct. 15	"
" 25.	" Thyra Menier	97 70	97 70	Nov.	"
Oct. 9.	" Imperoyal	12 61	12 61	Nov. 28	"
" 18.	" Iocomo	13 90	13 90	Feb. 21-14	"
Nov. 3.	" Masaba	20 97	20 97	May 28-14	"
Dec. 11.	" Glenfoyle	49 29	49 29	May 28-14	"

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1914.

Months.	Lower Sill.				Months.	Lower Sill			
	Highest.		Lowest.			Highest.		Lowest.	
1913.	Ft.	In.	Ft.	In.	1913.	Ft.	In.	Ft.	In.
April	17	9	17	0	October	16	7	16	1
May	18	0	17	8	November	16	3	16	0
June	18	1	17	10	December	16	1	15	10
July	18	0	17	8	1914.				
August	17	7	17	1	January	16	0	15	7
September	17	1	16	7	February	15	9	15	6
					March	16	0	15	7

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1914.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1913.	Ft.	In.	Ft.	In.	1913.	Ft.	In.	Ft.	In.
April	16	9	15	5	October	17	5	14	1
May	16	5	15	10	November	17	4	14	0
June	16	5	15	10	December	15	11	13	7
July	16	7	15	4	1914.				
August	16	0	15	0	January	14	7	11	11
September	15	4	14	4	February	20	3	12	11
					March	13	10	12	7

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
SAULT STE. MARIE, ONT., March 31, 1914.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1914.

The canal was opened for traffic on April 13, and closed on December 14, having been in operation for 246 days.

The traffic passing Sault Ste. Marie, through the Canadian and United States canals, was the largest on record. The total freight tonnage amounted to 79,718,344 tons, an increase of 10 per cent; the passengers numbered 77,194, an increase of 15 per cent; and the registered tonnage of vessels amounted to 57,989,715 tons, an increase of 0·4 per cent.

The Canadian registered tonnage through both canals amounted to 4,324,245 tons, an increase of 632,641 tons, or 17 per cent.

The freight tonnage through the Canadian canal amounted to 42,703,641 tons, an increase of 8 per cent; the passengers numbered 36,853, a decrease of 2 per cent; and the registered tonnage amounted to 25,927,096 tons, an increase of 0·5 per cent.

There were only two accidents to vessels during the season, and none with serious results.

On July 6th, the steamer *G. A. Tomlinson*, after entering the lock, upbound, was forced back against the lower main gates by the premature opening of the upper valves. The stern of the vessel was damaged and the points of both gates slightly damaged.

On October 31st, while the steamer *Corbin* was passing down, the railway bridge was closed too soon, striking the port bow of the vessel and doing some damage.

On November 6th, the upper north valve was put out of commission by the valve rod coming apart, and as the traffic was light the lock was operated during the balance of the season with one upper valve. When the lock was unwatered at the close of the season it was found that the key connecting the crank to the main shaft had come out.

During the season the new timber top on the lower north pier was completed.

A number of complaints were made by masters of vessels to the effect that they had grounded above the dock on the north side of the canal, while awaiting their turn. After the close of the season a "clam shell" was put to work and cleaned up a considerable amount of material from this location. The floats, used to keep vessels from rubbing against the wall, will be made wider; and several new floats were built during the past winter for this purpose.

During the laying up of the canal season, in addition to the cleaning out of the culverts, repairs were made to the lock floor, mitre sills and the division wall between the centre culverts.

The usual spring painting and repairs are in progress preliminary to the opening of navigation.

As the top of the timber portion of the lower south pier needs renewing, it is proposed to tear out the top of the old cribwork down below the water line and rebuild with concrete. About one hundred feet in length of this concrete top is under construction and will be completed before the opening of navigation.

By way of improving the canal grounds, a concrete roadway and sidewalks were constructed between the line of Huron street and the movable dam. The balance of this work from the movable dam to the west end of the grounds, and from Huron street eastward, remains to be built.

A large lumber shed, 30 feet by 125 feet, was built at the east end of the grounds to hold the stock of lumber, etc.

The lookout station at Point Aux Pins and the patrol service were operated last season with very satisfactory results. Very few vessels came to the lock out of their turn, and the congestion of traffic which usually occurred twice a week was handled without difficulty.

I have the honour to be, sir,
Your obedient servant,

J. W. LE B. ROSS,
Superintending Engineer.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Canada.

COMPARATIVE Statement since opening of Lock, September 9, 1895.

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895		1896		1897	
Period Open	Sept. 9 / Dec. 6		May 7 / Dec. 10		April 21 / Dec. 14	
Canadian Registered Tonnage	125,240		586,571	461,331	398,343	−188,228
U. S. Registered Tonnage	623,131		3,810,794	3,187,663	3,406,018	−404,776
Total Tonnage	748,371		4,397,365	3,648,994	3,804,361	−593,004
Lockages	698		3,042	2,344	2,976	−66
Vessel Passages	1,193		5,189	3,996	4,376	−813
Time Passing Lock	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	−300h. 11m
Average Time Lockage	18·26 m.		18·42 m.		13·79 m.	
	1898		1899		1900	
Period Open	April 11 / Dec. 9		April 26 / Dec. 20		April 23 / Dec. 16	
Canadian Registered Tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U. S. Registered Tonnage	2,354,606	−1,051,412	2,388,441	33,835	1,616,139	−772,302
Total Tonnage	2,757,937	−1,046,424	2,950,200	192,263	2,195,667	−754,533
Lockages	2,520	−456	2,610	90	2,205	−405
Vessel Passages	3,712	−664	3,820	108	3,163	−657
Time Passing Lock	609 h. 30 m.	−74 h. 41 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	−101h. 52m.
Average Time Lockage	14·51 m.		14·78 m.		14·73 m.	
	1901		1902		1903	
Period Open	April 20 / Dec. 21		April 1 / Dec. 20		April 2 / Dec. 13	
Canadian Registered Tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. Registered Tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	−93,049
Total Tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	−176
Vessel Passages	4,243	1,080	5,169	926	4,418	−751
Time passing Lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	-42h. 47m.
Average Time Lockage	14·96 m.		16·25 m.		16·34 m.	

COMPARATIVE Statement since opening of Lock, September 9, 1895.—*Concluded.*

——	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1904		1905		1906	
Period Open	April 30 to Dec. 26		April 10 to Dec. 20		April 14 to Dec. 22	
Canadian Registered Tonnage	1,557,335	−59,050	1,799,336	242,001	1,959,186	159,850
U. S. Registered Tonnage	2,673,090	−471,930	3,739,224	1,066,134	4,399,990	660,766
Total Tonnage	4,230,425	−530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	−230	4,031	1,019	4,152	121
Vessel Passages	4,092	−326	5,853	1,761	5,913	60
Time Passing Lock	811 h. 28 m.	−71 h. 42 m.	1060 h. 10 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average Time Lockage	16·16 m.		15·79 m.		16·35 m.	
	1907		1908		1909	
Period Open	April 22 to Dec. 15		April 21 to Dec. 15		April 21 to Dec. 16	
Canadian Registered Tonnage	2,288,349	329,163	2,556,552	268,203	2,912,586	356,034
U. S. Registered Tonnage	9,961,977	5,561,987	7,038,389	−2,923,588	14,899,562	7,861,173
Total Tonnage	12,250,326	5,891,150	9,954,941	−2,655,385	17,812,148	8,217,207
Lockages	4,596	440	3,667	−929	5,406	1,379
Vessel Passages	6,153	240	5,344	−809	6,420	1,076
Time Passing Lock	1362 h. 8 m.	230 h. 45 m.	1258 h. 35 m.	−103h. 23m.	1853 h. 45 m.	595 h. 10 m.
Average Time Lockage	17·78 m.		20·59 m.		17·31 h.	
	1910		1911		1912	
Period Open	April 12 to Dec. 15		April 22 to Dec. 13		April 24 to Dec. 19	
Canadian Registered Tonnage	3,122,068	209,482	3,089,863	−32,205	3,273,614	183,751
U. S. Registered Tonnage	20,227,083	5,327,521	16,242,103	−3,984,980	22,516,040	6,273,937
Total Tonnage	23,349,151	5,537,003	19,331,966	−4,017,185	25,789,654	6,457,688
Lockages	6,110	1,064	5,229	−881	6,200	971
Vessel Passages	8,285	1,865	6,802	−1,483	7,866	1,064
Time passing Lock	2327 h. 40 m.	473 h. 55 m.	1704 h. 25 m.	−623 h. 15m	1811 h. 45 m.	107 h. 20 m.
Average Time Lockage	22·86 m.		19·55 m.		17·53 m.	
	1913					
Period Open	April 13 to Dec. 14					
Canadian Registered Tonnage	3,746,369	472,755				
U. S. Registered Tonnage	22,180,727	−335,313				
Total Tonnage	25,927,096	137,442				
Lockages	6,266	66				
Vessel Passages	8,197	331				
Time Passing Lock	2145 h. 50 m.	334 h. 05 m.				
Average Time Lockage	20·54 m.					

SESSIONAL PAPER No. 20

REPORT of Traffic passing Sault Ste. Marie through Canadian and American Canals.

Year.	Number of vessels passed.	Registered tonnage of vessels.	Total freight tonnage.	Cost of carrying per mile tons.	Estimated value of freight carried.	Percentage of freight carried in Canadian vessels.	Number of passengers.
				Mills.	$	%	
1855	193	106,296	14,503				8,295
1860	916	403,657	153,721				9,230
1865	997	409,062	181,638				19,777
1870	1,828	690,826	539,883				17,153
1875	2,023	1,259,534	833,465				19,685
1880	3,503	1,734,890	1,321,906				25,766
1885	5,380	3,035,987	3,256,628				36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3·5	24,856
1891	10,191	8,400,685	8,886,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	·99	143,114,502	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,061	·99	195,146,842	3	37,066
1897	17,171	17,619,923	18,982,755	·83	218,235,927	3	40,213
1898	17,761	18,622,764	21,234,634	·79	233,069,740	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·05	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3	58,555
1901	20,041	24,626,976	28,403,065	·99	289,906,865	4	59,663
1902	26,659	31,955,582	35,961,146	·89	358,306,300	4	59,377
1903	18,596	27,736,444	34,674,437	·92	349,405,014	6	55,175
1904	16,120	24,364,138	31,546,106	·81	334,502,686	6	37,695
1905	21,679	36,617,699	44,270,680	·85	416,965,484	5	54,204
1906	22,155	41,098,324	51,751,080	·84	537,463,454	5	63,033
1907	20,437	44,087,974	58,217,214	·80	569,830,188	5	62,758
1908	15,181	31,091,730	41,390,557	·69	470,141,318	7	53,287
1909	19,204	46,751,717	57,895,149	·78	626,104,173	6	59,948
1910	20,899	49,856,123	62,363,218	·74	654,110,844	6	66,933
1911	18,673	41,653,488	53,477,216	·67	595,019,844	6	79,951
1912	22,778	56,736,807	72,472,676	·67	791,167,591	6	66,877
1913	23,795	57,989,715	79,718,344	·68	865,957,838	6	77,194

CAR FERRY TERMINALS.

Cape Tormentine, N.B.—Carleton Pt., P.E.I.
Cape Tormentine, N.B., July 6, 1914.

Sir,—I have the honour to submit my annual report on the construction of the car ferry terminals on the straits of Northumberland, at Carleton Point, P.E.I., and at Cape Tormentine, N.B.

Terminal at Cape Tormentine:—

A contract was entered into with Mr. A. T. Mackie, April 20, 1913, which includes the construction of a timber pier approach to the ferry landing, extending out from the present pier 727 feet on the sea side and 235 feet on the harbour side providing a berth for the ferry at the landing stage; the construction of a rubble mound breakwater 700 feet in length, which encloses and provides a protection for a turning basin for the ferry, and the dredging out of the turning basin, and the approach thereto from deep water to a depth of 20 feet at L.W.O.S.T.

The principal items of work done are the dredging of 1,600 cubic yards of material in the turning basin; the building of 500 feet of cribwork within the present breakwater to provide the required space in the approach to the landing, and the delivery of a large quantity of materials required for the construction.

The contractor's quarry, where the stone to be used in the construction of the breakwater and other parts of the work is being procured, is situated in Sackville, 38 miles from the works and connected therewith by the New Brunswick and Prince Edward Island railway.

Carleton Point Terminal:—

A contract was entered into with Roger Miller and Sons on September 2, 1913, which includes the construction of a rubble mound approach extending 1,600 feet from the shore, followed by 637 feet of pier on the sea side and 220 feet on the harbour side, which provides a protected berth for the ferry boat at the landing stage; the construction of a rubble mound breakwater 700 feet in length, which encloses and provides a protection for a turning basin for the ferry, and the dredging out of a turning basin and the approach thereto from deep water to a depth of 20 feet L.W.O.S.T.

The first work undertaken was the securing of a quarry from which to provide the large quantity of stone which is the principal item in this contract. The Scoudac river quarry, situated 3½ miles from Point du Chene, was selected and work was immediately started in stripping the overburden of earth, installing the necessary plant, and reconstructing the spur line connecting with the Intercolonial railway used in the transportation of the stone to the pier at Point du Chene, where the unloading plant has been erected to transfer the stone from the cars to the scows and barges used in transportation to the works at Carleton point. The distance of haul from Point du Chene to Carleton point is 40 miles, for which the contractor has provided himself with an adequate floating plant that will assure the delivery of the stone.

Carleton Branch Line Railway:—

The construction of the branch line of railway connecting the Cape Traverse branch of the Prince Edward Island railway was started on December 1, 1913. The right of way has been cleared and 4,840 cubic yards of material removed.

I have the honour to be, sir,
Your obedient servant,

F. B. FRIPP,
Engineer-in-charge.

W. A. Bowman, Esq., C.E.,
Chief Engineer, Dept. Railways and Canals,
Ottawa.

HUDSON BAY RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
WINNIPEG, June 24, 1914.

DEAR SIR.—I have the honour to submit my annual report for the fiscal year ending March 31, 1914, on the progress of the work on the Hudson Bay Railway.

CLEARING AND GRADING.

The right-of-way has been cleared up to the first crossing of the Nelson river at mile No. 242; grading has been completed up to mile No. 130, and there are only a few short muskeg fills to make, to complete same up to mile No. 150. Beyond this point there are 50 cuts now being worked (19 on the first and 31 on the second contract) the latter having been opened this month.

There are considerable stretches of muskeg still to be graded on the first contract between mile No. 150 and No. 185, which cannot be started until the frost comes out in June. On the second contract the character of the country changes and a large proportion of the rock work on same can be proceeded with this winter.

Contractors are now putting in supplies for the active prosecution of the work up to mile No. 242 during the coming season, and they have also established caches up to Landing river, mile No. 280, which will all be stocked with supplies by the end of April.

TRACK-LAYING.

Track-laying was resumed last month and steel has now been laid up to mile No. 102. Two hundred thousand ties have been received at Le Pas since last month, and this work will now be pushed forward.

BALLASTING.

The track has been surfaced up to mile No. 56, from pits at Le Pas, mile No. 22 and mile No. 30, but these pits are now exhausted and contractors are at work clearing the right-of-way for track into Reader's lake, near mile No. 7, where there is an unlimited supply of first-class ballast.

There is a large deposit of coarse sand alongside the main line at Mile No. 110 which will be used for the first lift and I also expect to be able to get material around mile No. 72.

BRIDGES AND TRESTLES.

The bridge over the Saskatchewan river at Le Pas was completed early in the year. Trestles have been erected at mile No. 100 and No. 101, and the one over the Woody river at mile No. 116 is now being erected.

The revised bridge survey for the first crossing of the Nelson river at Manitou rapids has been completed and the narrowest crossing of the river (300 feet) has been got by raising the grade line and increasing the curvature of the approaches, and at the same time reducing the yardage in the rock cuts on both sides of the river.

SURVEYS.

Several revisions have been made this winter at various points on the line, with the result that curvature has been cut out and quantities decreased.

A location party are now at work revising the line between Kettle Rapids and Port Nelson. I have also had the river examined between Kettle Rapids and Port Nelson, with a view to getting a more favourable crossing than at Kettle Rapids, but reports received have been unfavourable, and ice conditions very bad; however, I hope to improve this crossing by taking advantage of two small islands, which will mean cutting down the span by about 200 feet.

GENERAL.

Since taking charge of this work in November last, I have to report good progress for the winter months, which are fairly rigorous in this part of the country.

I have made a few changes in the staff, by which I hope to have a better working organization, and have also gone over all the line where work will be carried on during the coming season, and impressed the contractors with the absolute necessity of crowding on the men when the frost goes out, about the first of June, so that the maximum amount of work can be accomplished during the short season which we have, from June to October.

Your obedient servant,

J. W. PORTER,
Acting Chief Engineer.

W. A. BOWDEN, Esq.,
Chief Engineer,
Dept. Railways and Canals,
Ottawa, Ont.

HUDSON BAY RAILWAY TERMINALS,
PORT NELSON, May 1, 1914.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa.

DEAR SIR,—I have the honour to present the following report upon the works of the Hudson Bay Railway terminus at Port Nelson during the fiscal year ending March 31, 1914.

During the early part of the year, my predecessor, Mr. H. T. Hazen, who had a small party at Port Nelson during the fall and winter of 1912-13, left for Ottawa to make arrangements for the ensuing season's work. There then remained at Port Nelson an engineering party and fifteen workmen, the latter being reduced on the opening of navigation to nine men.

The spring break-up came unusually early. The small creeks broke out of their solid frozen beds on April 15th, and flooded the harbour ice. The May following was relatively colder and the channel opposite Root creek did not break up until May 26, after which open water extended gradually upstream, large cakes breaking and going out with each tide. The shore ice, which remains grounded upon the beach for a width of one to two hundred feet, was sufficiently melted so that a gasoline launch was placed in the water during the third week of June.

The work accomplished previous to the arrival of the first ship on August 6 consisted in the placing of a half dozen barrel buoys in the channel entering the harbour; the construction, with round logs, of an engineer's office; the partial clearing of the area between King street and the river, and between Indian and Root creeks; and the construction of the temporary wharf for landing supplies which was under way at the time of the arrival of the first ship.

Halifax was chosen as the port from which all supplies for Port Nelson were to be shipped, and early in June large quantities were assembled for shipment at the Intercolonial wharves and sheds at Richmond. The ships which were chartered for the carrying of goods to Port Nelson were the sealers *Bonaventure* and *Bellaventure*, and the tramps *Alcazar, Alette, Cearense* and *Sindbad*. The department also shared with the Department of Naval Service the ss. *Beothic*, an ice-breaking sealer. For use at Port Nelson the department purchased the motor schooner *Neophyte* and the tug *Kathleen*, and sent these to Port Nelson in the tow of the *Bonaventure* and *Bellaventure*. These latter two ships, with their tows, left Sydney, where they coaled, on the 8th July and kept in close touch with one another until the 22nd, when the *Bonaventure*, making no further progress on account of ice, and her tow, handed over the *Neophyte* to the *Bellaventure* and proceeded unhampered towards Port Nelson, where she arrived on August 6, having had many further delays due to ice,. The *Bellaventure* after a few days delay in the position left was able to avoid the ice adopting a circuitous northerly route and arrived safely at Port Nelson with the *Neophyte* and *Kathleen* on August 11. The *Alcazar* arrived at Port Nelson on August 18 and showed on her bow plates the effects of the ice which she encountered. The following table shows the time of passage of the various ships from Sydney or Halifax to Port Nelson:—

Ship.	Time of leaving Halifax or Sydney.	Arrived at Pt. Nelson.	Ice conditions.
Bonaventure, 1st trip	July 8	Aug. 6	Held by ice until Aug. 4.
Bellaventure, 1st trip	July 8	Aug. 11	Held by ice until Aug. 8.
Alcazar		Aug. 18	Held by ice in Hudson Bay.
Sindbad	Aug. 19	Sept. 5	Met ice only in Hudson Straits
Beothic	Aug. 30	Sept. 8	Met practically no ice.
Cearense	Aug. 31	Sept. 13	Met no ice.
Alette	Aug. 27	Sept. 14	Met no ice.
Bellaventure, 2nd trip	Sept. 7	Sept. 28	Towed Dredge to Pt. Nelson.
Bonaventure, 2nd trip	Sept. 17	Sept. 29	Met with no ice.

I understand no ice was met with by the *Alcazar*, which left Port Nelson on the 20th September, or by the *Beothic* which left on the 29th September, but the *Sindbad*, which left on the 30th September, met ice off Mansfield Island, and being of frail construction and short of coal, her captain deemed it wise to return to Port Nelson, and she arrived back on October 8. On the 13th she again left under convoy of the *Bellaventure* and *Bonaventure*, and made the passage safely through the small quantity of ice met with in the vicinity of Mansfield Island.

The *Alette* left Port Nelson on the 7th. She met with ice in the neighbourhood of Mansfield Island, and having punctured the plates of her fore peak, she returned to Port Nelson. She entered the harbour just after all floating craft had been placed in winter quarters, and without anchoring the ship or stopping her, the men on board beached her on the north side of the channel, four and a half miles from Root Creek. The naval service ss. *Acadia* was outside the harbour and came in just behind the *Alette*, anchored close by and took off the crew with boats and sailed on the 19th, making the passage through the Bay and Straits successfully.

Earlier in the season the ss. *Clarence*, after lying close by the naval service ship *Acadia* outside the harbour all one night, attempted to make the entrance early next morning, September 13, but from some undetermined cause she went out of her course and grounded on the south side of the channel, fourteen and a half miles from Root Creek. She was abandoned by her crew who were returned to Nova Scotia by the ss. *Beothic*.

During the period August 6 to October 13, which could be more properly reduced to the period August 11, the arrival of the *Neophyte*, to October 11, the date on which lightering ceased, all energies were directed towards landing cargo and preparing for the winter. Before this could be done workmen's tents and cookeries had to be put up, the wharf had to be completed, derricks erected, swamps drained, railway tracks laid, foundations excavated, warehouses built, rolling stock landed, supplies protected from fire, rain, frost, and theft, all of which operations were interdependent and each obstructed by the non-completion of the other. These and many other things unnecessary to recall prevented us from landing all the cargo which was desirable, and as a result a large quantity of dimentioned timber was returned to Halifax, and some was lost through the burning of the forward part of the ss. *Alette*, which broke out from some unknown causes, fourteen days after being beached. The fire raged fiercely for about a week, at the end of which the ice conditions enabled us to reach her from the shore and flood the ship by dynamiting her sides, thereby saving one-half the cargo.

The dredge *Port Nelson* was towed successfully from Toronto to Port Nelson and landed on the beach at Root creek. On the beach she sustained a slight injury, which we believe will not effect her usefulness in any way.

The *Neophyte, Kathleen,* gasoline boats, and other small craft were gotten out of the river by October 16, and none too soon, as the drifting ice became so thick in a few days that had they been afloat they would have been carried away.

On shore the buildings were erected as quickly as possible in order to house the workmen and protect supplies. The middle of September found us with one warehouse, a meat house, and one bunk house completed, and the end of October found three bunk houses, one dining camp, a retail store and office, two warehouses, a meat house and a root house completed. The hospital was completed on December 22, and at that time there was in use about two miles of narrow gauge track.

The Marconi station was begun as soon as the floating plant was placed in winter quarters and the supplies were all safe in warehouses, root houses, etc. On account of having to excavate all foundations in frozen clay, and lay concrete in November and December with the thermometer registering twenty below zero on many days, and erect the two hundred and fifty-foot steel masts in such a windy cold winter, it was not until February 20 that we were able to fully operate the station.

Work was begun in November on the stern wheel tug and the hull was finished about the last of February. The construction of a timber deck scow was begun on the 13th March under a large house tent and is progressing favourably.

During the latter part of February a gang of fifty men were moved over the Nelson river opposite Flamborough Head to procure native timber for temporary structures. As there are no horses here and as the dogs will be engaged in hauling provisions, the hauling of the logs has to be done with small bob sleighs hauled by the men themselves. Good progress is being made and over ten thousand pieces will be landed before the end of the season.

Very early in the winter it was realized that coal was short and in order to have sufficient for the coming spring's work with the dinky engine and the tug *Kathleen*, it was decided to burn wood, and thus a large amount of time and money was spent hauling wood for fuel from the sparsely wooded creeks and ridges near the camps.

In January the department began the construction of a tote road to Port Nelson for the purpose of bringing in the labour required during the summer of 1914. This

was not carried through to Port Nelson, but with the assistance of dog teams, hauled by the men themselves, the journey was made by the one hundred and fifty men with ease and without injury other than a few cases of temporary snow blindness. All these men arrived at Port Nelson a few days subsequent to the end of the fiscal year, and their presence will enable the work to progress much more rapidly than would otherwise have been possible during the coming summer.

Early in November a survey party was organized and sent up to Nelson river for the purpose of ascertaining its navigation possibilities for the first sixty miles. It was not possible, on account of ice conditions, to accomplish all that was desired, but much valuable information has been obtained.

Further sounding is being done in the harbour, but reliable work is not easily done on account of the great depth of the ice and the uncertain action of the water beneath the rough grounded ice. The Nelson river and harbour remained open until about the new year, when it became possible to cross on the ice below Seal islands. The channel gradually closed up and by the middle of January the ice was continuous across the channel opposite Root creek. The open water gradually receded until the end of March, when it was probably about eighteen miles distant from Root creek. From information derived from Mr. Hall, of the Hudson Bay Company, the ice in Hudson bay is continuous and solid for a distance of fifty miles off the Tatnam coast and is tremendously rough, with rafted points fifty feet above what would be water level. The character of the harbour ice varies greatly from year to year. November and December are the months when the ice conditions will be hard on the structures, as during all this period sheets of solid ice, two or three inches thick, move back and forth in continuous procession, with a maximum velocity of about one and three quarter knots. On the incoming tide the sheets meet the narrowing shores and set up a continuous cracking roar as the sheets raft, crack and crush to powder. When this year the harbour finally became solid from shore to shore, it consisted of a belt of rough, rafted, partly grounded ice, on edge, extending from the north beach half way to the deep channel, and from the south beach to about the edge of the deep channel. Between these lines, from Hart's creek to nine miles below Root creek, the ice in 1914, as well as 1913, was relatively smooth and has grown in thickness until it is about five feet thick. Beyond this smooth belt, toward the bay, the ice is almost impassibly rough and consists of great slabs four feet thick thrown up and rafted in all shapes and forms. In this kind of ice lies the *Cearense*. The ice towers above her decks on all sides and is heaved in upon her forward deck. On account of ice the tidal fluctuation during the month of March this year varied from two to four feet, whereas in summer it varies from a minimum of eight to a maximum of seventeen feet.

The health of the community at Port Nelson for the past year has been excellent, and the climate, though cold, is healthy.

The following table shows the average temperature for each month taken from morning and evening readings, 1913: January—42.0, February—24.6, March—15.1, April 22.5, May 29.3, June 43.9, July 53.0, August 51.7, September 37.6, October 21.2, November 8.3, December—5.7; 1914, January—23.9, February—28.5, March—7.7.

The wind blows a very large percentage of the time; the prevailing direction being from the northwest. The maximum velocity for one hour shows upon the gauge, which has been operating for the past four months, was forty miles per hour. The barometric fluctuations are not great, and as a weather indicator it is not as sensitive as in some other parts of Canada.

The land at Port Nelson and the adjacent country consists of swamps with scattered and stunted tamarack, and areas of clay at slightly higher elevation with a sparse growth of stunted spruce.

The whole ground surface is covered with a thick mat of moss, under which in the swamps is soft clay for a depth of four to six feet, overlying a great depth of hard

pan. Beneath the moss, in the spruce covered areas, the ground if undisturbed, remains frozen throughout the summer. During the past season the prospecting of the country for construction materials has been carefully done, and materials of great value in the creation of harbour works have been located, though they do not lie as close to Port Nelson as would be desirable.

The number of men engaged upon the works has varied from time to time. During the winter there were about one hundred and eighty men on the pay-roll, which number includes all members of the staff. In addition to the above there were seven men attached to the Marconi wireless station, three white women, wives of employees, three men attached to the Royal Northwest Mounted Police, and an Indian community of about eleven men with their wives and children.

Mr. L. E. Silcox, of the Hudson Bay railway engineering staff, and a survey party were in the vicinity for a period of about three months and were supplied from Port Nelson as base.

A monthly transportation service by dog team between Le Pas and Port Nelson was operated throughout the winter in order that pay-roll and mail should not be long delayed. With the wireless station in successful operation since February 20, the necessity for a mail is not very much felt.

In concluding this report I wish to point out that the peculiar isolation of the work and the climate of the country has called upon the organization here to perform many functions and tasks not required in more accessible places, and it has caused much human effort to be lost or to be diverted from actual construction work.

Respectfully submitted,

D. W. McLACHLAN,
Engineer-in-charge.

DARTMOUTH BRANCH LINE,
DARTMOUTH, N.S., April 22, 1914.

W. A. BOWDEN, Esq.,
Chief Engineer, Dept. of Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report on the progress of the construction of the Dartmouth to Deans branch of the Intercolonial Railway of Canada, during the fiscal year ended March 31, 1914.

The contract with Messrs. M. P. and J. T. Davis expired on March 31, 1914. The work comprised in the contract was not completed on that date, and an extension of time was granted to December 31, 1914. Considerable difficulty has been experienced by the contractors in securing labourers, and the method generally employed in regard to grading east of Cole Harbour, is to excavate the line cuttings by hand labour, and where the excavation quantities so obtained do not complete the embankments, to supply the balance from borrow pits by steam shovel and train. This makes the completion of the grading dependent upon the speed at which track can be laid, and steam shovels pushed forward from the Dartmouth end. Between Cole Harbour (mile 10), and Seaforth (mile 18), some comparatively large cuttings were not finished in advance, and were finally taken out by steam shovel, and this section was not sufficiently graded to permit track-laying until February, 1914, consequently delaying the completion of all unfinished embankments east of Seaforth.

Two steam shovels with light locomotive engines and cars were employed until October, 1913, and one steam shovel and equipment, during the winter.

On the work in advance of steam shovel operations, average forces of 42 foremen, 28 mechanics and 417 labourers were employed from April to October, 1913; 27 foremen, 23 mechanics and 229 labourers in November and December, 1913; and 19 foremen, 9 mechanics and 150 labourers from January to March, 1914.

From Dartmouth to Musquodoboit Harbour (mile 0 to mile 33) the grading is well advanced; there remains to be done some small gaps in embankment, and filling in and about openings left for such bridges and culverts as are not built, and the final trimming, ditching, etc. of cuttings. From Musquodoboit Harbour, to a point near Little river (mile 33 to mile 48) the cuttings are finished with the exception of final trimming, etc., as above, but considerable quantities of embankment are still unfinished, particularly between Musquodoboit Harbour and Crawfords Falls (mile 33 to mile 40). From Little river to the end of the line, there are unfinished line cuttings in which about 30,000 cubic yards remain to be excavated. This is insufficient to complete the embankments, and an additional quantity of borrow or train hauled material will be required.

Concrete work on bridge abutments and culverts which was closed down in November, 1912, was not resumed until July, 1913, so that a part of the most favourable season for this class of work was not taken advantage of, consequently the progress for the season was not equal to that anticipated.

Pile trestles have been erected at Cole Harbour, Lawrencetown, Porter's Lake and Chezzetcook. As a protection against seaworms and to insure durability these trestles are built of creosoted piling with southern hard pine stringers and decking.

Wire fencing with cedar posts was erected from Dartmouth to west side Cole Harbour, and from east side Cole Harbour to Lawrencetown.

The greater part of the ties required, both for main line and switch ties have been provided and delivered on the right of way, and the balance are within hauling distance.

Tracklaying was carried on from the Dartmouth end from time to time as the grading progressed, reaching the head of Chezzetcook (mile 26½) at the end of fiscal year.

In regard to ballasting, small deposits of gravel were found at Cole harbour and Porter's lake, and distributed under track in some of the wetter cuttings, but regular operations of ballasting were not commenced during the fiscal year. The country about the line was examined for suitable material, and deposits of gravel of sufficient quantity were located at Musquodoboit harbour (mile 33) and at Middle Musquodoboit (mile 54). That at Musquodoboit harbour is of fair quality, and the quantity required between that point and Dartmouth will probably be obtained there, as no deposit of sufficient size has been found nearer Dartmouth. Test pits at Middle Musquodoboit indicate a large quantity of good ballast, which will furnish the supply for the Musquodoboit Valley section.

The total expenditure to end of fiscal year is $1,236,519.16, equal to 64½ per cent of the estimated total expenditure, and the percentages of the various items, compared with the estimate to complete are:

Location	100	per cent.
Engineering expenses	79	"
Right of way and legal expenses	26	"
Grading	93	"
Bridges, trestles and culverts	40	"
Ties	95	"
Rails and fastenings	36	"
Ballast	02½	"
Tracklaying	33	"
Fencing right of way	20	"

"Engineering," "Grading," and "Rails and Fastenings" will probably at the completion of the work somewhat exceed the amounts estimated by reason of the additional length of time required to finish the work, the appearance of more loose and solid rock than was expected in cuttings in upper part of Musquodoboit valley, and the substitution of 80 pound for 60 pound rails on part of the line and the increase in prices of same from $27 to $28 per ton.

The items of work remaining to be done, likely to occupy the most time are train filling and ballasting, for which some additional plant has been provided and more expected, promising a fairly vigorous prosecution of the work.

I am, sir, your obedient servant,

W. A. HENDRY,
Engineer-in-charge.

PART VII.

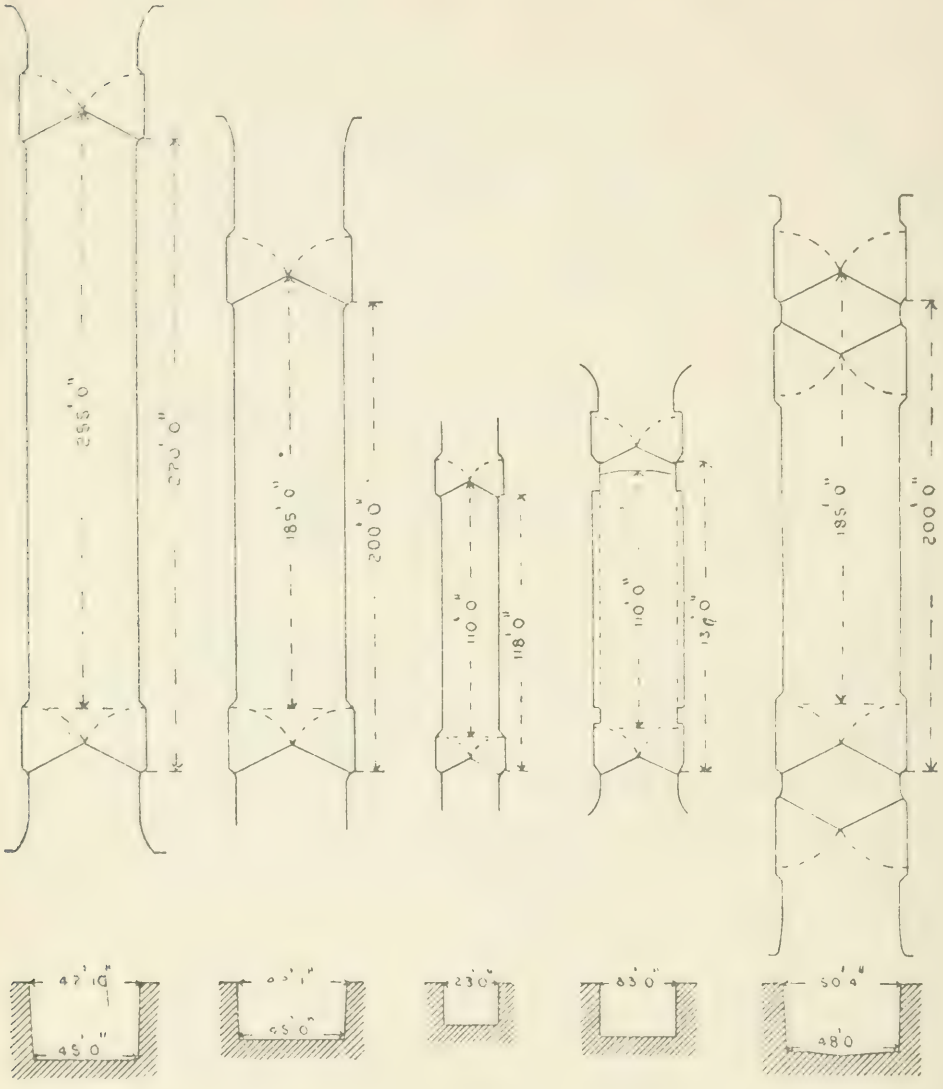
CANALS

Diagrams showing dimensions of smallest lock on each canal, etc.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

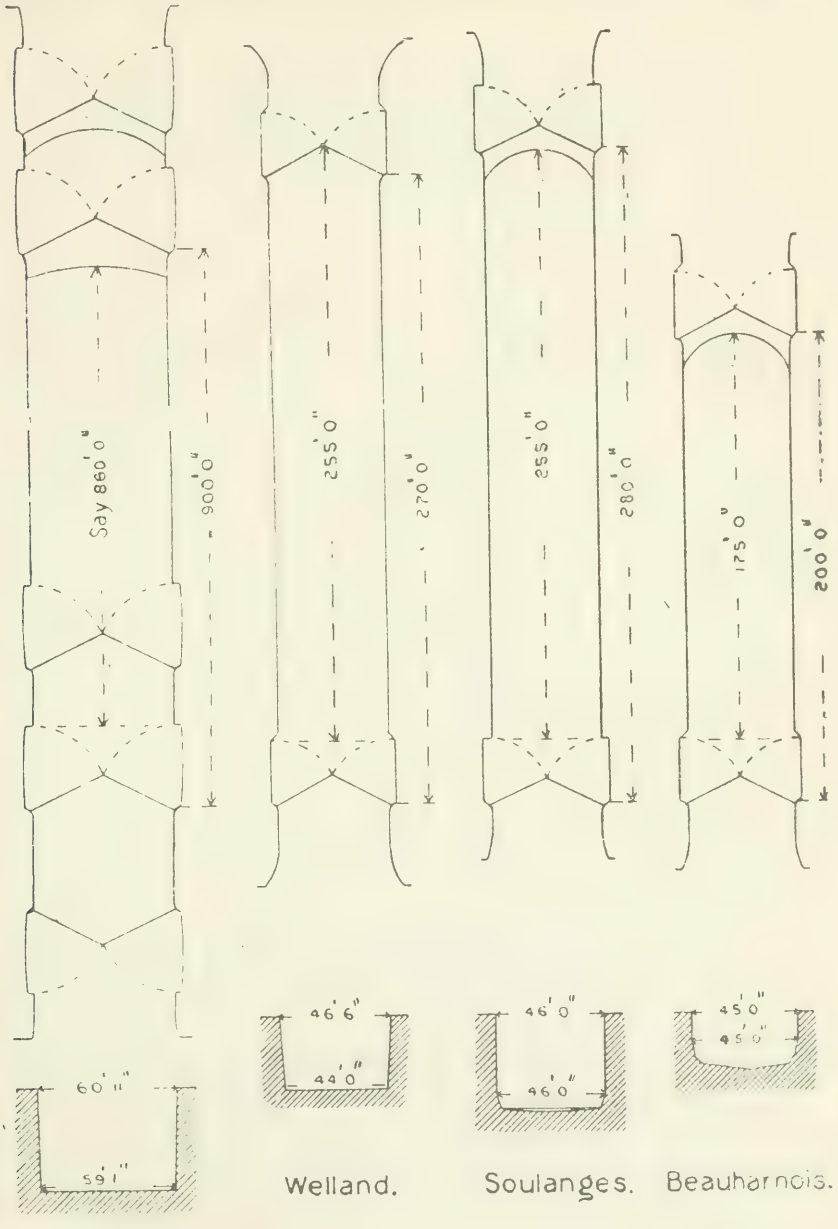
1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

Plans and Sections showing Dimensions of the Smallest Lock on each



There are no locks on the through route between Lake Superior and

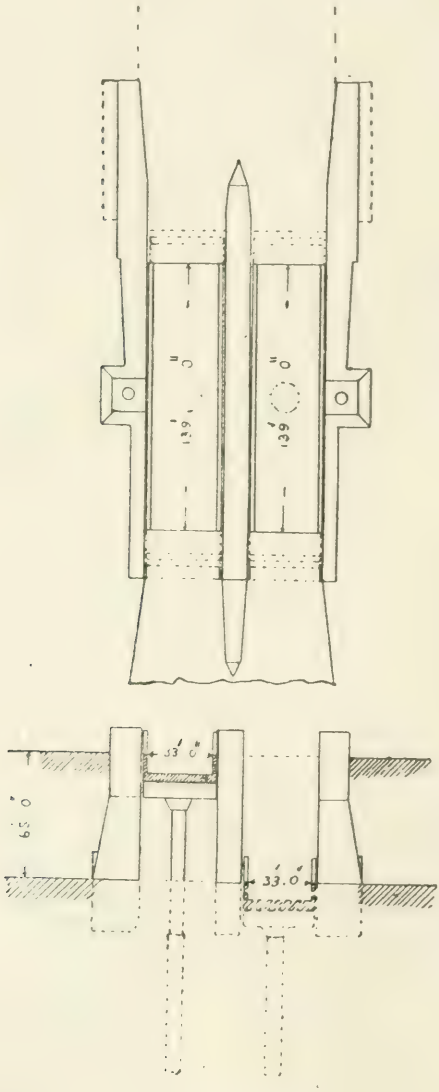
of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift.



CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

The canal systems of the Dominion, under government control, in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farrans Point canal	1¼
River St. Lawrence	9½
5. Rapide Plat canal	3¾
River St. Lawrence	4½
6. Galops canal	7⅛
River St. Lawrence and Lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, etc.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	⅛
4. Richelieu river, St. Ours lock, to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127⅛

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis	15
2. St. Anne's lock at outlet of Ottawa river	⅛
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119⅜

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal, Ottawa to Kingston	126¼
Perth Branch.—Rideau lake to Perth	7
Total	133¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal,—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Strait of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the Strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on Lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

Access from Lake Erie to Lake Huron is obtained by way of the Detroit river, Lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary. Improvements of the United States channels in River St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21·5 feet below L.W.L., the existing minimum depth being 18·75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal	30 feet.
Montreal to Port Colborne	14 "
Port Colborne to Fort William	18¾ "

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Strait of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles.
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise or lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks	6
Guard gates	1
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal	1¼ mile.
Number of locks	1
New lock	800 feet by 50 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapids, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅓ miles.
Number of locks	3
Dimensions of locks—	
Lift-lock at foot of canal	800 by 50 feet.
Guard-lock at head of canal	270 by 45 "
Lift-lock to pass vessels around Galops rapids only	303 by 45 "
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface, low water, Lake Ontario	124 "
Depth below low water, Lake Ontario	11 "
Number of locks	None.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks—		
Guard	1	1
Lift	26	25
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 270 x 45 24 locks 150 x 26½	270 feet x 45 feet.
Total rise or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara (6-ft. navigation only)	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 x 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 300 by 45 ft. lower. / 28 ft. upper.
Total rise or lockage	10 feet.
Depth of water on sills	6 " only.
Navigable depth of channel	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 "
Navigable depth of channel	6 " only.

The Welland canal has two entrances from Lake Ontario at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the disance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1⅓₀ miles or 7,472 feet.
Number of locks	1
Dimension of locks	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's lock. Carillon canal. Grenville canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	$8\frac{1}{2}$	
From Lachine to Ste. Anne's lock	15	$23\frac{1}{2}$
Ste. Anne's lock and piers	$\frac{1}{8}$	$23\frac{5}{8}$
Ste. Anne's lock to Carillon canal	27	$50\frac{5}{8}$
The Carillon canal	$\frac{3}{4}$	$51\frac{3}{8}$
From Carillon to Grenville canal	$6\frac{1}{4}$	$57\frac{5}{8}$
The Grenville canal	$5\frac{3}{4}$	$63\frac{3}{8}$
From the Grenville canal to entrance of Rideau navigation	56	$119\frac{3}{8}$
Rideau navigation ending at Kingston	$126\frac{1}{4}$	$245\frac{5}{8}$
" Perth branch, from Rideau lake to Perth	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 "	3 "
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	$\frac{3}{4}$ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the lake of Two Mountains and river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	$5\frac{3}{4}$ miles
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½ feet.	292¼ rise and 165¼ fall. at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7	miles.
Number of locks	2	
Dimensions of locks	134 feet x 33 feet.	
Total rise or lockage	26	"
Depth of water on sills	5	" 6 inches.
Length of dam	200	"
Breadth of canal at surface of water	80	"
Breadth of canal at bottom	40	" in rock.
	60	" in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St.

Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of Lake Champlain, connection is obtained by means of the Champlain canal with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lift locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	6½ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term "Trent canal" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 155 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron, has not yet been determined.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent River, Rice Lake and the Otonabee River to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles, above mentioned. A new lock and dam at Lindsay on this branch have recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgenorth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a new concrete dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic

lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe—18·2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50·44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1 2 and 3.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between Lake Simcoe and Newmarket, 12·3 miles. It has not been completed, and work on it was discontinued in December, 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

		Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8 4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield Division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield Division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No, 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's Point	134	33	6	6
2	" at Burleigh, each 11½ feet	Upper 134 / Lower 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet	Upper 134 / Lower 150	33	6	24
1	" at Rosedale	175	33	8 4 in.	4
1	" at Kirkfield, hydraulic lift No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake Division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6 5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,600 feet.
Breadth at water line	55 feet.
Locks	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	7 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance

PART VIII.

MISCELLANEOUS STATEMENTS

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers, yearly since July 1, 1876.

Earnings, passenger, freight, mails and sundries, yearly since July 1, 1876.

Earnings, yearly since July 1, 1876.

Local and through freight, yearly since July 1, 1876.

Local and through passengers, yearly since July 1, 1876.

Coal carried from Nova Scotia colleries, yearly since July 1, 1876.

Grain carried for shipment, yearly since July 1, 1876.

Flour and meal carried, yearly since July 1, 1876.

Grain carried, yearly since July 1, 1876.

Lumber carried, yearly since July 1, 1876.

Live stock carried, yearly since July 1, 1876.

Raw and refined sugar carried, yearly since July 1, 1876.

Fresh and salt fish carried, yearly since July 1, 1876.

Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.

Statement showing total cost of construction and enlargement from Lachine to Ottawa.

Statement showing total cost of construction and enlargement from Ottawa to Kingston.

Statement showing total cost of construction and enlargement from St. Johns to Sorel.

Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.

Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.

Freight traffic in 1912 and 1913.

Dates of opening and closing of canals for the season of 1913.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1914, was 1,457.77 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	836·34
" St. John, via Lévis	740
" Sydney, via Lévis	988·74
" North Sydney, via Lévis	980·47

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	61·87
Dartmouth Branch	12·00
Truro to Moncton	123·77
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·37
Campbellton to Ste. Flavie	105·03
Ste. Flavie to Rivière du Loup	83·29
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·55
Hadlow to Chaudière Curve	5·63
Chaudière to Ste. Rosalie	115·53
St. Charles Junction to Chaudière Junction	16·73
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·39
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·46
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Point Tupper to Sydney	91·17
Sydney Mines Loop	16·60
Fredericton to Derby Junction	109·82
Chatham Junction to Loggieville	16·78
Ferona Junction to Sunny Brae	12·48
	1,416·67

LEASED.

Length of Main line from Pointe Lévis to Hadlow	1·49	
Chaudière Curve to Chaudière	1·18	
Ste. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,456·97
Mulgrave to Point Tupper (Ferry)		0·80
		1,457·77

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D. W. T., Halifax	0·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·12
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf branch	0·47
Dorchester Wharf branch	1·00
Moncton Wharf branch	1·00
Courtenay Bay branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water wharf	0·28
Newcastle Wharf branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf branch	0·43
Rimouski Wharf branch	2·00
Trois Pistoles spur	2·38
Rivière du Loup Wharf branch	4·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Petit Rocher spur to wharf	1·35
	35·04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	165·5
Mount Stewart to Georgetown	24·4
Charlottetown to Royalty Junction	5·3
Emerald Junction to Cape Traverse	11·8
Charlottetown to Murray Harbour	47·8
Montague Junction to Montague	6·2
Harmony to Elmira	9·9
Millview Loop	4·3
	275·2

INTERCOLONIAL RAILWAY.

THE following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1914.

Year.	Average miles in Operation	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight Carried.	No. of Passengers Carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,315	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,315	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,315	5,160,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,315	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664,149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 83		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07†	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	*1,447·13	9,328 021 55	8,527,069 46		800,952 09	3,573,972	2,907,232
1909-10	1,447·13	8,645,070 33	9,268,234 99	623,164 66		3,927,240	3,122,347
1910-11	1,455·63	9,595,976 79	9,863,783 40	267,806 61		4,101,400	3,232,895
1911-12	1,468·15	10,591,035 84	10,593,785 84	2,750 00		4,536,599	3,416,553
1912-13	1,467·73	‡11,984,482 69	11,984,482 69			5,203,469	3,763,115
1913-14	1,457·77	**12,878,549 00	12,878,549 00			5,287,740	3,983,511

†The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

*The railway was remeasured in this year.

‡Of this total $4,500 was paid for compassionate allowances by special vote of Parliament.

**Of this total $11,350 was paid for compassionate allowances by special vote of Parliament.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1914.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,679,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	†6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,447·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1910-11	1,455·63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12	1,468·15	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84
1912-13	1,467·73	3,438,447 32	8,028,760 13	517,275 24	11,984,482 69
1913-14	1,457·77	3,674,878 75	8,469,590 33	734,079 92	12,878,549 00

* As measured in this year. †1906-7, nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1914.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these		421,327
1877-8	714	years was destroyed		522,710
1878-9	714	when the general offices		510,861
1879-80	829	in Moncton were burned		561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797, 92	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,064
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,0 5,437	1,015,963	4,101,400
1911-12	1,468·15	3,452,489	1,084,110	4,536,599
1912-13	1,467·73	3,913,373	1,290,096	5,203,469
1913-14	1,457·77	3,783,578	1,504,162	5,287,740

* 1906-7, nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1914.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these		613,420
1877-8	714	years was destroyed		619,957
1878-9	714	when the general offices		640,101
1879-80	829	in Moncton were burned		581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,632	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1889-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895
1911-12	1,468·15	3,125,922	289,631	3,416,253
1912-13	1,467·73	3,448,411	314,704	3,763,115
1913-14	1,457·77	3,637,482	346,029	3,983,511

*1906-7, nine months only. †As re-measured in this year.

SESSIONAL PAPER No. 20

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824
1911-12	73		303	1,111,157	1,111,533
1912-13			425	1,216,636	1,217,061
1913-14	26			1,237,550	1,237,576

* 1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels. Via Chaudière.	Via St. John.	Total.	Year.	Bushels. Via Chaudière.	Via St. John.	Total.
1876-7				1895-6	Nil.	Nil.	Nil.
1877-8				1896-7	"	"	"
1878-9				1897-8	8,000	"	8,000
1879-80				1898-9	30,000	"	30,000
1880-1				1899-1900	13,239	"	13,239
1881-2				1900-1	147	"	147
1882-3	31,011		31,011	1901-2	Nil.	"	Nil.
1883-4	73,389		73,389	1902-3	"	"	"
1884-5	300,901		300,901	1903-4	147,438	"	147,438
1885-6	389,122		389,122	1904-5	Nil.	"	Nil.
1886-7	575,880		575,880	1905-6	*170,000		170,000
1887-8	69,021		69,021	1906-7			Nil.
1888-9	129,725		129,725	1907-8			"
1889-90	502,012		502,012	1908-9			"
1890-1	148,803	59,543	218,337	1909-10			"
1891-2	845,997	519,500	1,265,497	1910-11	*233,839	2,000	235,839
1892-3	156,306	197,666	352,975	1911-12	†122,734	1,215,574	1,338,308
1893-4	Nil.	8,026	8,026	1912-13	*2,021,901		2,021,901
1894-5	"	Nil.	Nil.	1913-14	*2,231,117	966,800	3,217,917

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1895-6	822,097
1877-8	557,772	1896-7	847,701
1878-9	630,329	1897-8	987,701
1879-80	535,248	1898-9	1,157,250
1880-1	672,310	1899-1900	1,234,077
1881-2	692,095	1900-1	1,292,106
1882-3	983,916	1901-2	1,311,707
1883-4	817,134	1902-3	1,521,540
1884-5	935,977	1903-4	1,607,050
1885-6	761,127	1904-5	1,769,480
1886-7	763,894	1905-6	1,882,630
1887-8	871,838	1906-7	1,531,140
1888-9	948,514	1907-8	1,528,620
1889-90	1,116,050	1908-9	1,466,920
1890-1	1,013,129	1909-10	1,608,170
1891-2	954,015	1910-11	1,696,280
1892-3	856,913	1911-12	1,873,640
1893-4	944,967	1912-13	2,094,990
1894-5	938,351	1913-14	1,960,920

1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1895-96	1,064,385
1877-78	331,170	1896-97	1,093,499
1878-79	302,921	1897-98	1,551,372
1879-80	534,021	1898-99	2,595,353
1880-81	565,678	1899-1900	2,720,453
1881-82	560,253	1900-01	3,535,364
1892-83	1,195,601	1901-02	2,959,761
1883-84	654,673	1902-03	3,392,252
1884-85	734,902	1903-04	2,788,772
1885-86	849,800	1904-05	3,317,910
1886-87	1,018,395	1905-06	2,924,226
1887-88	1,219,035	1906-07	2,231,864
1888-89	1,256,158	1907-08	4,567,245
1889-90	2,610,202	1908-09	4,727,268
1890-91	2,890,921	1909-10	7,074,042
1891-92	3,776,677	1910-11	5,080,848
1892-93	1,514,619	1911-12	5,206,440
1893-94	1,304,684	1912-13	6,530,920
1894-95	1,036,384	1913-14	6,419,560

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1895-96	226,332,715
1877-78	56,626,547	1896-97	243,355,725
1878-79	55,626,696	1897-98	354,093,816
1879-80	55,462,654	1898-99	306,554,031
1880-81	72,841,388	1899-1900	379,350,074
1881-82	78,356,418	1900-01	396,858,964
1882-83	104,633,417	1901-02	428,051,029
1883-84	131,120,948	1902-03	459,231,589
1884-85	138,493,675	1903-04	465,379,803
1885-86	117,186,512	1904-05	518,434,310
1886-87	161,801,763	1905-06	572,878,600
1887-88	197,755,272	1906-07	452,602,703
1888-89	199,507,777	1907-08	754,759,383
1889-90	210,886,071	1908-09	571,395,101
1890-91	184,188,324	1909-10	677,805,611
1891-92	175,474,340	1910-11	647,327,499
1892-93	181,211,013	1911-12	656,418,588
1893-94	200,507,949	1912-13	830,654,000
1894-95	202,247,269	1913-14	1,00 08,496,30

1906-7, nine months only.

Table showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1895-96	64,051
1877-78	46,498	1896-97	72,082
1878-79	47,584	1897-98	89,301
1879-80	70,990	1898-99	109,821
1880-81	61,574	1899-1900	92,813
1881-82	73,479	1900-01	95,923
1882-83	68,338	1901-02	98,495
1883-84	60,090	1902-03	127,660
1884-85	70,785	1903-04	113,006
1885-86	74,498	1904-05	110,670
1886-87	82,896	1905-06	106,589
1887-88	98,302	1906-07	97,381
1888-89	85,960	1907-08	99,824
1889-90	80,771	1908-09	104,165
1890-91	95,529	1909-10	106,712
1891-92	87,889	1910-11	113,976
1892-93	93,360	1911-12	115,189
1893-94	76,203	1912-13	119,490
1894-95	72,106	1913-14	98,207

1906-7, nine months.

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TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530
1911-12	9,911	63,544	8,777	213,579	295,811
1912-13	13,144	74,870	11,114	192,012	291,140
1913-14	16,424	58,083	45,776	123,964	244,247

1906-7, nine months.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,988	8,392		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16,594
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	605	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558		12,057	15,711	8,242	9,691	1,519	21,870	41,322
1912-13	1,380	14,030			15,410	8,678	9,640	1,422	23,684	43,424
1913-14	1,419	1,852		9,806	13,077	8,813	8,470	1,609	24,388	43,280

1906-7, nine months only.

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TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	530	921	527	1,978	.....	551	1,848	802	3,201
1877-78	.....	596	1,015	474	2,085	.....	898	1,644	805	3,346
1878-79	.....	471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80	.....	519	1,462	453	2,334	.....	1,612	2,238	959	4,809
1880-81	.....	498	1,879	920	3,297	.....	1,418	937	1,051	4,406
1881-82	.....	475	1,919	967	3,951	.....	4,031	1,066	2,487	7,584
1882-83	.....	542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84	.....	838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85	.....	1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86	.....	1,669	1,655	902	4,216	.....	1,680	3,047	3,376	7,103
1886-87	.....	1,278	1,572	2,008	4,859	.....	3,236	569	1,747	5,552
1887-88	.....	1,533	1,477	1,031	4,041	.....	2,617	470	1,099	4,193
1888-89	.....	2,474	2,000	1,870	6,344	.....	3,070	7,746	2,994	13,810
1889-90	.....	2,335	1,787	2,111	6,223	.....	2,449	847	3,288	6,584
1890-91	.....	2,029	2,788	1,848	6,665	.....	1,953	1,917	3,236	7,106
1891-92	.....	1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93	.....	1,683	1,875	3,340	6,898	.....	3,262	1,811	2,176	7,249
1893-94	.....	1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95	.....	2,006	3,726	1,160	6,892	.....	2,075	1,849	5,285	10,209
1895-96	.....	1,966	3,059	1,316	6,344	.....	1,863	1,087	2,791	5,741
1896-97	.....	3,307	3,115	1,286	7,708	.....	2,158	1,176	2,536	5,889
1897-98	.....	3,575	3,703	1,052	8,330	.....	1,729	1,066	2,210	5,005
1898-99	.....	1,210	2,070	3,305	5,583	.....	1,651	1,198	3,625	5,474
1890-1900	.....	2,547	2,706	3,686	8,939	.....	2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135
1913-14	2,424	4,424	3,435	9,361	19,744	1,242	5,503	1,657	7,810	16,212

1906-07, nine months only.

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retains two-thirds of the gross earnings, and the Government receives one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,391 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 82	16,476 46	20,985 37	
1896-97	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55	
1912-13	32	93,235 40	24,988 70	68,246 70	29,970 62	38,276 08	
1913-14	32	85,277 77	23,710 25	61,517 52	26,486 98	35,030 54	

1906-07—nine months only.

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PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	195,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	371,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,256
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,684 45	108,263	356,761
1911-12	267·5	449,962 91	367,203 39	82,759 52	120,218	388,076
1912-13	267·5	489,972 34	389,474 07	100,498 27	122,784	433,888
1913-14	275·2	571,415 37	409,616 74	161,798 63	115,751	445,739

1906-7, nine months only.

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1914.

Route from Montreal to Lake Superior.

	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	11,173,882 04		13,763,414 89
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,777,675 02			7,777,675 02
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,965,624 73	5,297,179 48		7,242,804 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,121,213 70		6,121,213 70
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,749,473 88		29,443,297 91
Sault Ste. Marie Canal	4,994,372 51			4,994,372 51
Totals	29,207,321 65	47,390,977 93	3,843,996 23	80,442,295 81

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,391 46		382,391 46
Total	579,901 61	5,154,798 44	5,734,700 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,084,323 37	83,130 84	4,167,454 21
Tay Canal	489,599 23		489,599 23
Total	4,573,922 60	83,130 84	4,657,053 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	94,639 76	731,696 52
St. Ours Lock	121,537 65	5,690 91	127,228 56
Total	758,594 41	100,330 67	858,925 08

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	13,611,034 95		13,611,034 95
Total	13,611,034 95		13,611,034 95

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1912 and 1913.

Name of Canal.	Season of 1913.	Season of 1912	Number of trips of vessels.	
			Season of 1913.	Season of 1912.
	Tons.	Tons.		
Sault Ste. Marie	42,699,324	39,669,655	8,285	7,856
Welland	3,570,714	2,851,915	3,259	2,905
St. Lawrence	4,302,427	3,477,188	11,656	11,006
Chambly	555,602	618,415	3,197	3,705
St. Peter's	71,514	74,809	1,337	1,213
Murray	180,576	170,081	1,277	1,085
Ottawa	365,438	392,350	2,938	3,059
Rideau	171,223	160,133	2,820	2,969
Trent	55,800	77,150	3,666	3,998
St. Andrew's	81,295	95,549	988	1,260
Total	52,053,913	47,587,245	39,393	39,056

*This is a lock and dam on the Red River, between Winnipeg and Lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1913.

		Navigation Opened 1913.	Navigation Closed 1913.
Lachine		April 22	December 8
Soulanges		" 24	" 7
Grenville		" 22	November 30
Carillon		" 22	" 30
Ste. Anne's		" 22	December 4
Chambly		" 22	" 1
St. Ours		" 15	November 30
Cornwall		" 16	December 13
Williamsburg	Farrans Point	" 15	" 16
	Rapide Plat	" 15	" 16
	Galops	" 15	" 16
Murray		" 10	" 10
Welland		" 15	" 18
Sault Ste. Marie		" 13	" 14
Rideau	At Ottawa	May 1	November 30
	At Kingston	" 1	" 24
Trent	Hastings to Rice Lake	June 9	December 11
	Rice Lake to Peterborough	May 3	" 18
	Peterborough to Lakefield	" 20	November 8
	Peterborough Lift Lock	" 20	" 8
	Lakefield to Bobcaygeon	April 26	" 29
	Bobcaygeon to Rosedale	May 25	" 29
	Balsam Lake to Lake Simcoe	" 1	October 20
	Kirkfield Lift Lock	" 1	" 20
	Lake Simcoe to Orillia	" 1	November 18
St. Peter's		April 7	January 9, 1914.

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE MARCH 31, 1914

9-10 EDWARD VII.

CHAP. 51.

An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

[*Assented to 4th May, 1910.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:— Subsidies for railways.

1. For a line of railway from Tusket Wedge to a point on the Halifax and South Western Railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and South Western Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence by the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants Bay or River, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding 1 mile.

6. For a line of railway from Brazil Lake on the Dominion Atlantic Railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic Railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for 3½ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Beau Lake, in lieu

of

of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St John Railway Company, for the following lines of railway:—

(*a*) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(*b*) from Valcartier station towards Gosford, not exceeding 5½ miles;

(*c*) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;

(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(*e*) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(*f*) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(*g*) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25; not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's

Junction

Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence River at or near Quebec; not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9, not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha, via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(*b*) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(*c*) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma, not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63, for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

(*a*) from a point at or near Nipigon station on the line of the Canadian Pacific Railway to Nipigon Lake; not exceeding 30 miles;

(*b*) from a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon Railway at or near the crossing of the French River to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles.

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4: not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot Lake or Bathurst station, in the province of Ontario, or between these points, via Lanark

Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific, Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(*a*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, northeasterly; not exceeding 10 miles;

(*b*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific Railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(*a*) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen Railway; not exceeding 250 miles;

(*b*) from a point on the Company's line of railway near Coldwater River to a point on the Fraser River; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass Railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan Lake, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 67; not exceeding 24 miles.

45.

45. For a line of railway from Montreal to a point on the National Transcontinental Railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific Railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

"Cost" defined.

2. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already

already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

As to running powers.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Proviso.

Transportation of Government supplies, etc.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any

any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

Proviso.

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

2 GEORGE V.

CHAP. 7.

An Act to aid the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

Preamble. WHEREAS, by chapter 6 of the statutes of 1910, authority was given to the Governor in Council to aid and assist the construction of the line of railway of the Canadian Northern Alberta Railway Company, hereinafter called "the Company," by guaranteeing the principal and interest of the bonds, debentures, debenture stock or other securities of the Company to the extent of thirteen thousand dollars per mile for the first fifty miles of the line so aided, and for the remainder of the said line to an amount of twenty-five thousand dollars per mile, not exceeding in all one hundred and fifty miles, as in the said Act set out, and the Governor in Council, pursuant to the said authority, has granted such aid accordingly; and whereas the Company has authority, under the said Act, to construct and operate a line of railway from a point at or near Edmonton or Strathcona to a point in the province of British Columbia in or near the Yellowhead Pass, and fifty miles west of the boundary of the said province: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title. **1.** This Act may be cited as *The Canadian Northern Alberta Railway Aid Act, 1912.*

Aid authorized. **2.** His Majesty on behalf of the Dominion of Canada, hereinafter called "the Dominion," may aid and assist the construction and completion of a line of railway of the Company extending from a point on the line of the railway

of

Line of railway aided.

of the Company one hundred and fifty miles westerly from St. Albert, thence in a westerly direction to the boundary of the province of British Columbia at or in the Yellowhead Pass, for a distance not exceeding one hundred and fifteen miles, by guaranteeing the principal and interest of the bonds, debentures, debenture stocks and other securities, hereinafter called "securities," secured as hereinafter mentioned, of the Company, to the extent of thirty-five thousand dollars per mile of the said line of railway so aided, not exceeding in all one hundred and fifteen miles; the interest upon the said securities to be paid at the rate of three and one-half per cent per annum, payable half yearly, the principal to be payable in fifty years from the passing of this Act.

Nature of aid.

Interest.

Maturity of principal.

Security.

3. The said securities so guaranteed shall be secured by a deed or deeds of trust by way of mortgage or charge to a trustee or trustees, approved of by the Governor in Council, and such deed or deeds of trust shall respectively grant a first mortgage or charge upon the said line of railway so aided, and the right of way, station grounds, or other real estate and interest therein, buildings and other structures and improvements, rolling stock and equipment, plant, machinery, tools, supplies, materials and other personal properties, present and future, acquired for the purposes of the said line so aided, and in connection with operating, repairing and maintaining it, and the tolls, incomes and revenues of the Company arising and to arise from the said line, and the rights, privileges, franchises and powers of the Company now or hereafter held with respect to and in connection with the said line and the operation, maintenance and repair thereof.

First mortgage.

Nature of securities, and form of trust deed.

4. The kind of securities to be guaranteed as aforesaid, and the forms thereof, and the form and terms of the deed or deeds of trust securing them, and the times and manner of the issue of securities and the disposition of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the line of railway so aided, and the forms and manner of guarantee, shall be such as the Governor in Council approves, and such terms, provisions and conditions may be included in such deed or deeds of trust as the Governor in Council deems expedient or necessary.

Signature to guarantees.

Effect.

5. The said guarantee shall be signed by the Minister of Finance, or such officer as is designated by the Governor in Council to sign it; and upon being so signed the Dominion shall become liable as guarantor for the payment of the principal and interest of the securities so guaranteed, according

according to the tenor thereof, and the said payment shall form a charge upon the Consolidated Revenue Fund.

Liability of Dominion discharged by payments

6. Any moneys paid by the Dominion under any guarantee herein provided for shall be held to be paid in discharge of the liability of the Dominion and not in discharge of the liability of the Company under the securities so guaranteed, or under any deed of trust securing them, and the moneys so paid shall be held to be still secured by the said securities and deed of trust, and the Dominion shall be subrogated in and to all the rights of the holders of such securities, the interest upon or the principal of which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid, be in all respects in the position of security holders with respect to whose securities default has been made in payment to the extent of the moneys paid by the Dominion.

Length of lines.

7. The decision of the Governor in Council as to the length of the mileage of the said line of railway so to be aided shall, for the purposes of this Act, be final.

Inspection of books.

8. The books of the Company shall at all times be open for inspection for and on behalf of the Dominion by any person named in that behalf by the Governor in Council or the Minister of Finance.

Guarantee by Canadian Northern Railway.

9. The Canadian Northern Railway Company shall, by guarantee included in the said deed or deeds of trust, or in some other instrument agreed to by the Governor in Council or the Minister of Finance and the last named company, in such form as the Governor in Council approves, guarantee to the Dominion the due payment by the Company of the principal and interest of all securities issued and guaranteed under the provisions of this Act, according to the tenor and effect of such securities respectively, and in accordance with the terms of the said deed or deeds of trust, and shall also guarantee to the Dominion the due payment by the Company of all loss or costs which the Dominion may sustain or be put to in enforcing, after default, the provisions of the said deed or deeds of trust against the line of railway and premises thereby mortgaged and charged.

Principal and interest.

Costs of default.

Standard of construction.

10. The line hereby aided, as set forth or described in section 2 of this Act, shall be constructed and completed according to the following specifications:—

Bridges.

Bridges over rivers and large streams are to be of concrete and steel construction and to be built to the classification of the Heavy Standard Specification of the Department of Railways and Canals, dated one thousand nine hundred and eight.

Bridges

Trestles. Culverts. Bridges of pile or frame trestle may be constructed over small streams which can be taken care of by culverts, such culverts to be constructed within a reasonable time after the line is put in operation, of which time the Governor in Council shall be the sole judge.

Rails. The line of railway shall be laid with steel rails, not less than eighty pounds to the lineal yard, with standard fastenings.

Curves and grades. The maximum curvature shall not be of less radius than seven hundred and sixteen feet, and the grades against east bound traffic shall not exceed five-tenths of one per cent, or 26·40 feet per mile; or six-tenths of one per cent, or 31·68 feet per mile, against west-bound traffic; provided that under exceptional conditions, with the consent of the Governor in Council, less radius of curvature and heavier grades may be allowed, on the recommendation of the chief engineer of the Department of Railways and Canals, approved by the Minister of Railways and Canals, but in no case shall the curvature exceed five hundred and seventy-three feet radius, or the gradients exceed 52·80 feet to the mile.

2 GEORGE V.

CHAP. 8.

An Act respecting aid toward the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Alberta Railway Act, 1912.*

Aid to company may be applied to new line.

2. The aid and assistance which, under *The Canadian Northern Alberta Railway Act, 1910,* (hereinafter called "the said Act"), the Governor in Council was authorized to give to the Canadian Northern Alberta Railway Company (hereinafter called "the Company") in respect of the construction of the one hundred and fifty miles of the line of railway therein described (hereinafter called "the old line") may, notwithstanding anything in the said Act, be applied to the first one hundred and fifty miles of the Company's line of railway at present constructed or located running from St. Albert, in the province of Alberta, in a generally westerly direction toward the Yellowhead Pass, such last mentioned one hundred and fifty miles being herein referred to as "the new line."

Execution of mortgage

3. The Governor in Council may cause to be executed by the Minister of Finance, or such other officer as the Governor in Council may designate, an instrument, in form approved by the Governor in Council, supplementary to the deed of trust, by way of mortgage or charge, made under the authority of the said Act and dated the twenty-second

day

day of March one thousand nine hundred and eleven, (herein called the original mortgage), for the purpose of giving effect to the provisions of this Act.

Securities already issued to be a charge on new line.

4. Upon the execution of such instrument by the Company and the Minister of Finance, or the other person as aforementioned, the securities issued under the original mortgage shall form a charge upon the new line instead of upon the old line, and the proceeds of the guaranteed securities issued under the original mortgage shall thereupon be applied in and toward the construction of the new line.

Trustees to execute.

5. The trustees of the original mortgage shall concur with the Company and the Governor in Council in executing, or causing to be executed, the supplementary instrument aforementioned.

Amendment of contract for construction.

6. Upon the passing of this Act the contract made between His Majesty the King and the Company, dated the second day of September, one thousand nine hundred and eleven, in respect of the construction of the line of railway aided under the said Act may be amended by the parties thereto so as to provide for the construction and completion of the new line instead of the line therein mentioned, and the several parties to the said contract and to the original mortgage are hereby authorized and empowered to execute the several documents and make the several amendments necessary to carry into effect the intent of this Act.

2 GEORGE V.

CHAP. 9.

An Act to authorize the granting of a Subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Pacific Railway Aid Act.*

Subsidy authorized.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river, not exceeding five hundred and twenty-five miles.

Manner and conditions of payment.

3. The said subsidy shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) upon the completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and

and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way part the other.

Time for construction limited.

4. The said railway, unless already commenced, shall be commenced within two years from the first day of August, nineteen hundred and twelve, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in a contract between the said Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

Contract for construction.

Location.

Transportation of Government supplies, etc.

5. The said Company, its successors and assigns, and any person or company controlling or operating the said railway or portion thereof, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the railway in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the saidCompany with a sum equal to three per cent per annum on the amount of the subsidy received by the Company under this Act.

Production of accounts.

6. As respects the railway for which such subsidy is granted the Company at any time owning or operating it shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Canadian steel rails, materials, and rolling stock.

7. The Governor in Council may make it a condition of the granting of the subsidy herein provided that the said Company shall lay the railway with new steel rails and fastenings made in Canada, and shall purchase all materials and

and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

2 GEORGE V.

CHAP. 48.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridges therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Railway Subsidies Act, 1912.* Short title.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:— Subsidies for railways.

1. For a line of railway from Liverpool, via Milton, to Caledonia, Nova Scotia, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 5; not exceeding 30 miles.

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the

Kennebecasis River, at or near Perry Point, and two railway bridges across the St. John River, one at or near Mistake and one at or near Andover; in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

3. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 22; not exceeding 28 miles.

4. To the Ha Ha Bay Railway Company for the following lines of railway:—

(*a*) from a point on the Quebec and Lake St. John Railway in the township of Jonquières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;

(*b*) from Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles;

(*c*) from La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles.

(*d*) from a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

the said subsidies sub-items (*a*), (*c*) and (*d*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (*b*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (*g*); not exceeding in all 40 miles.

5. For a line of railway at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

6. To the Interprovincial and James Bay Railway Company, for a line of railway from a point on the Lake Temiscamingue Colonization Railway at or near Timiskaming to or towards the De Quinze River; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 42; not exceeding 50 miles.

7. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 17; not exceeding 30 miles.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway:—

(*a*) from St. Joachim, northeasterly; not exceeding 62·8 miles;

(*b*) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107·2 miles;

the

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

9. For a line of railway from a point at or near Montreal to a point at or near Mile 837 west of Moncton on the National Transcontinental Railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma; not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway; not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

11. To the Algoma Eastern Railway Company (formerly the Manitoulin and North Shore Railway Company) for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(*b*) from a point at or near Sudbury, northerly; not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 29, sub-items (*a*) and (*c*) respectively; not exceeding in all 106 miles.

12. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll to Stratford, or to a point on the Grand Trunk Railway between Berlin and Stratford, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 32; not exceeding 22 miles.

14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

15. To the Canadian Pacific Railway Company, for a line of railway from a point at or near Teulon to a point on the

the Icelandic River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 27; not exceeding 35 miles.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

17. To the Kootenay Central Railway Company, for the following lines of railway:—

(*a*) from Golden via Windermere and Fort Steele to a point on the British Columbia Southern Railway at or near Jukeson; not exceeding 175 miles;

(*b*) from a point on the British Columbia Southern Railway at or near Caithness towards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and East or West Fork of North Fork, of Kettle River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

19. To the Esquimalt and Nanaimo Company, for the following lines of railway:—

(*a*) from Wellington to Alberni; not exceeding 60 miles;

(*b*) from a point at or near McBride Junction to or towards the village of Sandwich; not exceeding 45 miles;

(*c*) from the village of Sandwich to Campbell River; not exceeding 38 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles.

20. For a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial Railway at Gibson to a point at or near Minto, together with a branch line from a point on the above mentioned line to Marysville; not exceeding 35 miles.

22. To the Great Northern Mining and Railway Company, Limited, for a line of railway from Little River through Belle Marche to Eastern Harbour; not exceeding 3 miles.

23. To the Southampton Railway Company, for a line of railway from a point at or near Millville to a point on the St. John River near the Pokiok Bridge; not exceeding 13 miles.

24.

24. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond mines, at Austin Brook, a branch of the Nipisiguit River above Great Falls, in the county of Gloucester, to a point on the Intercolonial Railway, and from such point to Alston Point, on the north side, or to Caron Point, on the south side of the entrance to Bathurst Harbour in the said county; not exceeding 26 miles.

25. To the North Shore Railway Company, for the following lines of railway:—

(*a*) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake in the said county, connecting with the Grand Trunk Pacific Railway; not exceeding 20 miles;

(*b*) from Beersville, in the county of Kent, via Roxton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles;

not exceeding in all 40 miles.

26. For a line of railway from a point at or near Rosevale in the County of Albert to Stoney Creek in the said county, and thence to the city of Moncton; not exceeding 22 miles.

27. To the Quebec Central Railway Company, for the following lines of railway:—

(*a*) for an extension of its line of railway from a point (30 miles from St. George) in the parish of St. Justine, county of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1·34 miles;

(*b*) for an extension of its line of railway from a point (31·34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'Islet; not exceeding 50 miles; not exceeding in all 51·34 miles.

28. To the Canada and Gulf Terminal Railway Company, for a line of railway from Matane, easterly, to Gaspe Basin; not exceeding 200 miles.

29. To the Grand Lake and Bell River Railway Company, for a line of railway from a point on the National Transcontinental Railway, at or near Bell River, thence following the direction of Bell River to Twenty-one Mile Bay, an arm of Grand Lake, or to Rabbit Lake on the Ottawa River, in the county of Pontiac; not exceeding 45 miles.

30. To the St. Charles and Huron River Railway Company, for a line of railway from a point on the main line of the Quebec and Lake St. John Railway, at Indian Lorette station, thence up the valley of the St. Charles River in a northerly direction to Stoneham; not exceeding 7·5 miles.

31. For a line of railway from a point on the National Transcontinental Railway, at or near Mile 837 west of Moncton,

Moncton, in a northerly and northwesterly direction, to a point at or near the mouth of the Nottaway River on James Bay; not exceeding 300 miles.

32. To the Simcoe, Grey and Bruce Railway Company, in respect of fifty miles of its proposed railway between the towns of Kincardine and Orillia, the said fifty miles to include that portion of the said line connecting the towns of Owen Sound and Meaford.

33. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point fifty miles northerly from the junction of its line of railway with the Canadian Pacific Railway, northerly to a junction with the National Transcontinental Railway; not exceeding 65 miles.

34. To the Rainy River Radial Railway Company, for a line of railway from a point on the northern boundary of the state of Minnesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy River; not exceeding 50 miles.

35. To the Lake Erie and Northern Railway Company, for the following lines of railway:—

(*a*) from the town of Galt to Port Dover; not exceeding 58 miles;

(*b*) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles;

not exceeding in all 68 miles.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock Lake Mine in a generally northerly and easterly direction to or towards a point on the main line of the Canadian Pacific Railway near the crossing of the said railway of the Winneboga River; not exceeding 50 miles.

37. To the Manitoba and North Western Railway Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

38. To the Alberta Pacific Railway Company, for a line of railway from a point at or near the town of Cardston in a northwesterly direction via Pincher Creek to a point on the Crow's Nest Pass Branch of the Canadian Pacific Railway Company at or near Lundbreck, thence northerly and west of the Porcupine Hills towards Calgary; not exceeding 100 miles.

39. To the Burrard Inlet Tunnel and Bridge Company, for the following lines of railway:—

(*a*) from the town of Eburne on the Fraser River to a point at or near the mouth of Seymour Creek on the north shore of the Second Narrows; not exceeding 10 miles;

(*b*) from a point at or near Seymour Creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard Inlet; not exceeding 5 miles;

(*c*) from a point at or near Seymour Creek on the north shore of the Second Narrows to a point on Horseshoe Bay; not exceeding 14 miles;

(*d*) from a point at or near Pender street in the city of Vancouver to a point at or near lot 264, North Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles.

40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific Railway, at or near Eagle Lake, to a point on the Caribou Road at or near the town of Barkerville; not exceeding 107 miles.

41. To the Naas and Skeena Rivers Railway Company, for a line of railway from the Nasoga Gulf or some other point on the waters of the Portland Inlet or Naas River to or towards the anthracite coal deposits on the Skeena River near Ground Hog Mountain; not exceeding 100 miles.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan Lake to a point on the International boundary; not exceeding 50 miles.

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary in the province of Alberta, in a southwesterly direction, via Kananaskis Pass and the headwaters of the Elk River to or towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte southwesterly into the city of Brandon; not exceeding 25 miles.

Subsidies for bridges.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding $350,000.

2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company) towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 2; not exceeding $126,000.

3. To the Canadian Pacific Railway Company, towards the construction and completion of a bridge over the Saskatchewan River at Outlook, Saskatchewan, 15 per cent upon

upon the amount expended thereon; not exceeding $115,000.

4. To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser River, near Hope, British Columbia; not exceeding $250,000.

5. To the Caribou, Barkerville and Willow River Railway Company, towards the construction and completion of all its railway bridges (about twenty in number) over the Willow River, 25 per cent upon the total amount expended thereon; not exceeding $95,000.

6. To the Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine River at the city of Brandon, 25 per cent upon the amount expended thereon; such bridge to be completed without unnecessary delay.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made

made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has

has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion

completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP. 10.

An Act to authorize the granting of subsidies in aid of the construction of certain lines of railway of the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company respectively.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Subsidy authorized for Toronto to Ottawa line.

1. The Governor in Council may grant a subsidy of six thousand four hundred dollars per mile to the Canadian Northern Ontario Railway Company, towards the construction of a railway from the city of Toronto, in the province of Ontario, to the city of Ottawa, in the said province, not exceeding two hundred and fifty miles.

For Ottawa to Port Arthur, and Edmonton to Yellowhead Pass.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile towards each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) namely:—

(*a*) to the Canadian Northern Ontario Railway Company, for a line of railway from the city of Ottawa, in the province of Ontario, to the city of Port Arthur in the said province; not exceeding 910 miles;

(*b*) to the Canadian Northern Alberta Railway Company for a line of railway from the city of Edmonton, in the province of Alberta, to the boundary of the province of British Columbia at or in the Yellowhead Pass; not exceeding 260 miles.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows;—

(*a*) upon completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway; in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purpose of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way, part the other.

Time for construction of railway limited.

4. The lines, for the construction of which subsidies are hereby granted, shall be completed within a reasonable time, not to exceed three years from the first day of August, nineteen hundred and thirteen, to be fixed by the Governor in Council, and shall also be constructed and completed to the satisfaction of the Governor in Council.

Conditions as to running powers.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized; provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council as he deems just and proper.

Transportation of Government supplies, etc.

6. The Companies receiving subsidies under this Act, their successors and assigns, and any person or company controlling or operating the railways or portions of the railways subsidized under this Act, shall each year furnish to the

the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in and toward the payment of such charges the Government of Canada shall be credited by the company with a sum equal to three per cent on the amount of the subsidy received by the company under section 1 of this Act and on the amount of the subsidy up to six thousand four hundred dollars per mile received by the Company under section 2 of this Act.

Books to be produced.

7. As respects the railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Transfer of stock to Crown.

8. No subsidy shall be granted under this Act unless and until there shall have been issued and transferred upon the books of the Canadian Northern Railway Company to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, shares in the common stock of the Canadian Northern Railway Company of the par value of seven million dollars, which said stock and all rights appurtenant thereto shall be held for the benefit of His Majesty absolutely, and shall be deemed to be fully paid up, non-assessable and not subject to calls; provided that the said stock or any part thereof may be disposed of under the authority of Parliament upon such terms and conditions as it may determine and the proceeds of the sale thereof paid into the Consolidated Revenue Fund of Canada. Proviso.

Issue of stock in return for subsidies.

9. The Canadian Northern Railway Company is hereby authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust as aforesaid, from and out of the authorized capital shares of its common stock of the par value of seven million dollars fully paid up and non-assessable and not subject to calls as aforesaid, upon the consideration of the Governor in

Council

Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company the subsidies referred to in section 2 of this Act upon the terms aforesaid, and such stock when so issued and transferred shall be deemed fully paid without further or other consideration.

3-4 GEORGE V.

CHAP. 46.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridge therein mentioned.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Railway Subsidies Act, 1913.* Short title.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:— Subsidies for railways.

1. To the Margaree Coal and Railway Company, Limited, for the following lines of railway:—

(*a*) from a point on the Intercolonial Railway near Orangedale to St. Rose; not exceeding 46 miles;

(*b*) from a point on the Intercolonial Railway near McIntyre lake to Caribou cove, Port Malcolm, Richmond county; not exceeding 4 miles;

the said subsidies being granted in lieu of subsidy granted by chapter 51 of 1910, section 1, item 4; not exceeding 50 miles.

2. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond Mines at Austin brook, a branch of the Nipisiguit river above Great Falls in the county of Gloucester to a point on the Intercolonial Railway where it intersects the branch line from Bathurst station to Bathurst Harbour, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 24; not exceeding 16·9 miles.

3. To the Tobique and Campbellton Railway Company, for a line of railway from Plaster Rock along the Tobique river to Riley brook, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 15; not exceeding 28 miles.

4. To the St. John and Quebec Railway Company, for a line of railway from Andover to St. John, New Brunswick, exclusive of a railway bridge across the St. John river, at or near Mistake, and a railway bridge across the Kennebecasis river at or near Perry Point; in lieu of subsidy granted by chapter 48 of 1912, section 2, item 2; not exceeding 200 miles.

5. To the Lotbinière and Megantic Railway Company for a line of railway from a point at or near Lyster in Megantic county to a point at or near Lime Ridge in the township of Dudswell in the county of Wolfe, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 23, for a line of railway between the points above mentioned; not exceeding 60 miles.

6. For a line of railway from a point on the Canadian Pacific Railway at or near Scotstown or Megantic to the International boundary, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 19; not exceeding 35 miles.

7. To the Little Nation River Railway Company for a line of railway from a point between Thurso and Montebello on the line of the Canadian Pacific Railway, northerly, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 46; not exceeding 30 miles.

8. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, passing through or near Vienna, Calton, Aylmer, Kingsmill and Belmont, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 37; not exceeding 35 miles.

9. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll north to a junction with the St. Mary's and Western Ontario railway at Embro, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 12; not exceeding 10·38 miles.

10. To the Canadian Pacific Railway Company, for a line of railway from Gimli to a point on the Icelandic river

at

at or near Riverton, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 39, for a line between the points above mentioned; not exceeding 30 miles.

11. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw, in a northwesterly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 40; not exceeding 123 miles.

12. To the Alberta Central Railway Company, for a line of railway from Red Deer to Rocky Mountain House, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 38; not exceeding 70 miles.

13. To the Kettle Valley Railway Company, for the following lines of railway:—

(*a*) from Merritt to Penticton Wharf; not exceeding 145 miles;

(*b*) from a point on the line between Merritt and Penticton Wharf, at or near Penticton, to Midway; not exceeding 135 miles;

(*c*) from a point on the line between Merritt and Penticton Wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station; not exceeding 55 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 42; not exceeding in all 335 miles.

14. To the Calgary and Fernie Railway Company for a line of railway from Michel or Sparwood, in a northerly direction via the headwaters of the Elk river and Kananaskis Pass to a point at or near the city of Calgary, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 43; not exceeding 100 miles.

Subsidy for bridge.

3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction and completion of the bridge hereinafter mentioned, that is to say:—

To the Burrard Inlet Tunnel and Bridge Company towards the construction and completion of a bridge over the Second Narrows of Burrard Inlet, as authorized by chapter 74 of 1910, in lieu of the subsidy granted by chapter 48 of 1912, section 3, item 1; not exceeding $350,000.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway or the cost of terminals or the cost of right of way of

of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, one thousand nine hundred and thirteen, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals and

and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and

and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP. 53.

An Act to authorize the granting of Subsidies to the Government of the Province of Ontario in aid of the construction of the Temiskaming and Northern Ontario Railway.

[*Assented to 6th June, 1913.*]

Preamble.

WHEREAS the Government of the province of Ontario has constructed a line of railway known as the Temiskaming and Northern Ontario Railway, from North Bay on the Canadian Pacific Railway, and at a junction with the Toronto line, so called, of the Grand Trunk Railway, to Cochrane on the Grand Trunk Pacific Railway, and several branches thereof, and has them under operation; and whereas the line of railway from North Bay to Cochrane makes a through connection for the Transcontinental Railway with Toronto, and also with Montreal and Quebec, and being, as such, a work of national and not merely provincial utility: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Temiskaming and Northern Ontario Railway Aid Act.*

Subsidies to Government of Ontario for construction of railways.

2. The Governor in Council may grant to the Government of the province of Ontario, in consideration of its having constructed each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), a subsidy not exceeding $6,400 per mile:—

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not exceeding 252·8 miles.

(ii) For the following branch lines of railway:—

(*a*) From Englehart to Charlton; not exceeding 7·8 miles;

(*b*) From Cobalt to Kerr Lake; not exceeding 3·9 miles;

(*c*) From Iroquois Falls to Timmins; not exceeding 33·2 miles;

(*d*) From Earlton to Elk Lake City; not exceeding 28·5 miles;

(*e*) From Iroquois Falls Station to Iroquois Falls; not exceeding 7·25 miles.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada at the option of the Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such conditions, if any, as the Governor in Council deems expedient.

Commencement of Act.

4. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in *The Canada Gazette*.

PART X

PHOTOGRAPHS, MAPS AND PLANS

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" II. Intercolonial Railway—Halifax deep water terminals.

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" IV. Intercolonial Railway. Dartmouth to Dean's Branch. Overhead crossing of public road at Chezzetcook.

" V. Intercolonial Railway. Cutting on Dartmouth to Dean's Branch.

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" VIII. Grand Trunk Pacific Railway. Bridge over Wolf Creek, 120 miles west from Edmonton. The east bank is the point of division between the prairie and the mountain sections of the railway.

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" XIV. Grand Trunk Pacific Railway. The path finder near Mount Robson, B.C.
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" XV. Grand Trunk Pacific Railway. Transporting contractors' supplies down the Fraser river, B.C.
Grand Trunk Pacific Railway. Laying the last rails, Central British Columbia.

" XVI. Grand Trunk Pacific Railway. Mount Robson, B.C.

" XVII. Grand Trunk Pacific Railway. The old and the new, Skeena river, B.C.

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" XIX. Grand Trunk Pacific Railway. Bridge over the Skeena river, B.C.

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" XXII. Transportation before construction of Transcontinental Railway.
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Transcontinental Railway. Freight car shop at Transcona, Man.

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" XXXVI. Quebec Bridge. View showing the bottom chords of the north anchor arm in place between the main and anchor piers. The chords are resting on steel falsework, which will be removed later.

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Trent Canal. Heeley Falls Dam.

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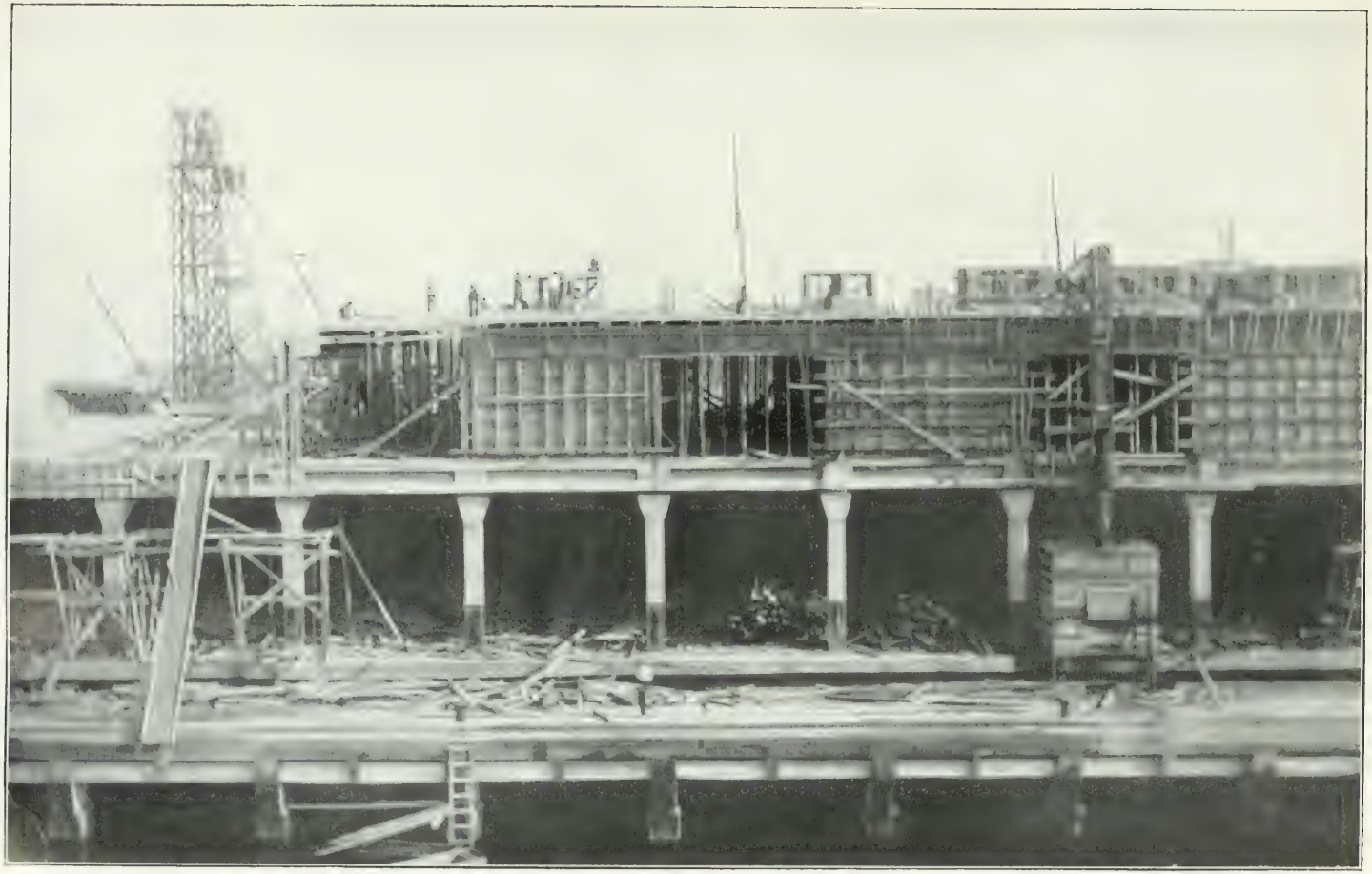
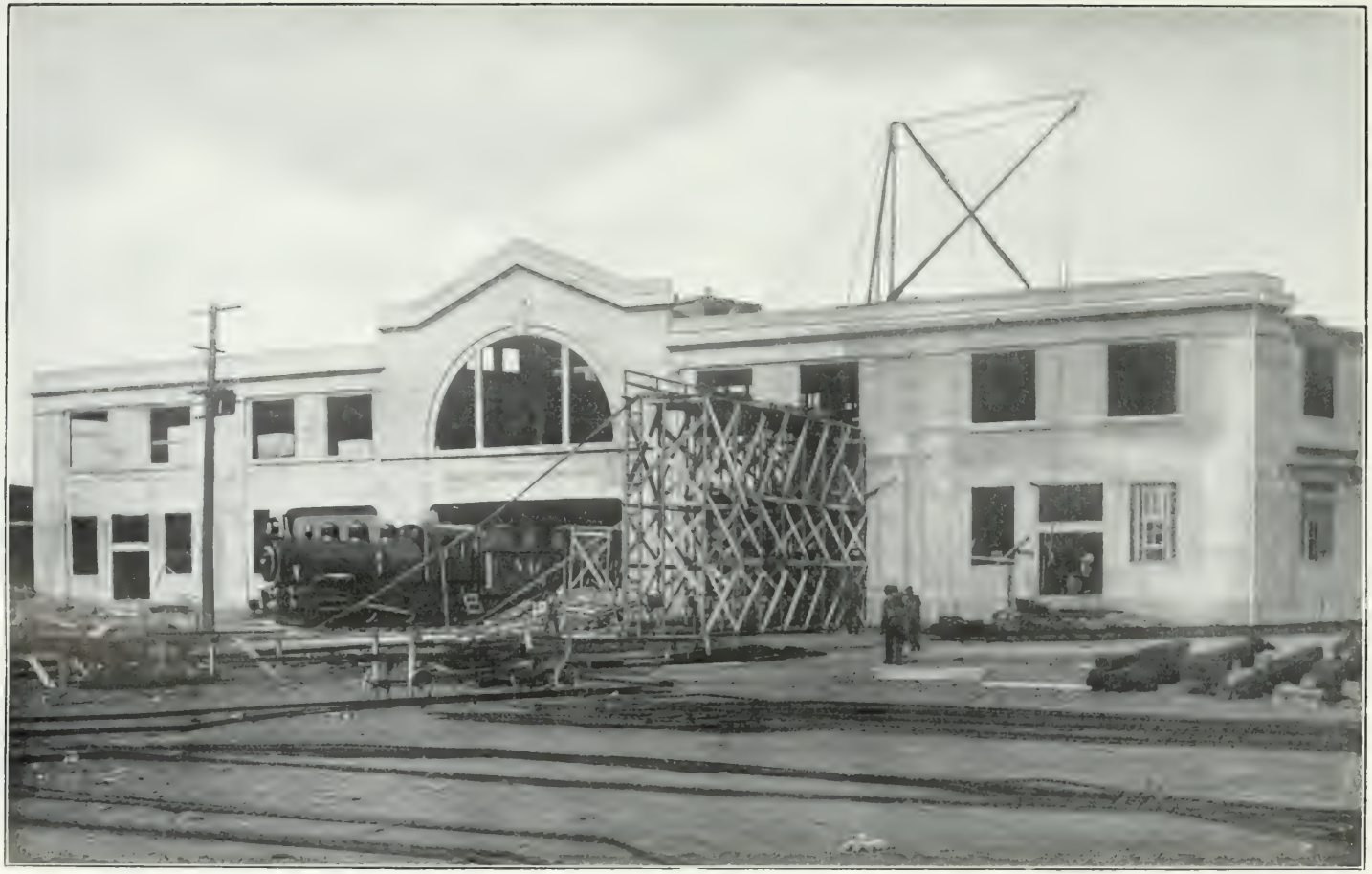
Rideau Canal. Jones' Falls Locks.

" LII. Rideau Canal. Washburn.
Rideau Canal. Kingston Mills, with Grand Trunk Railway main line overhead crossing.



Intercolonial Railway — Halifax deep water terminals. View of pier.



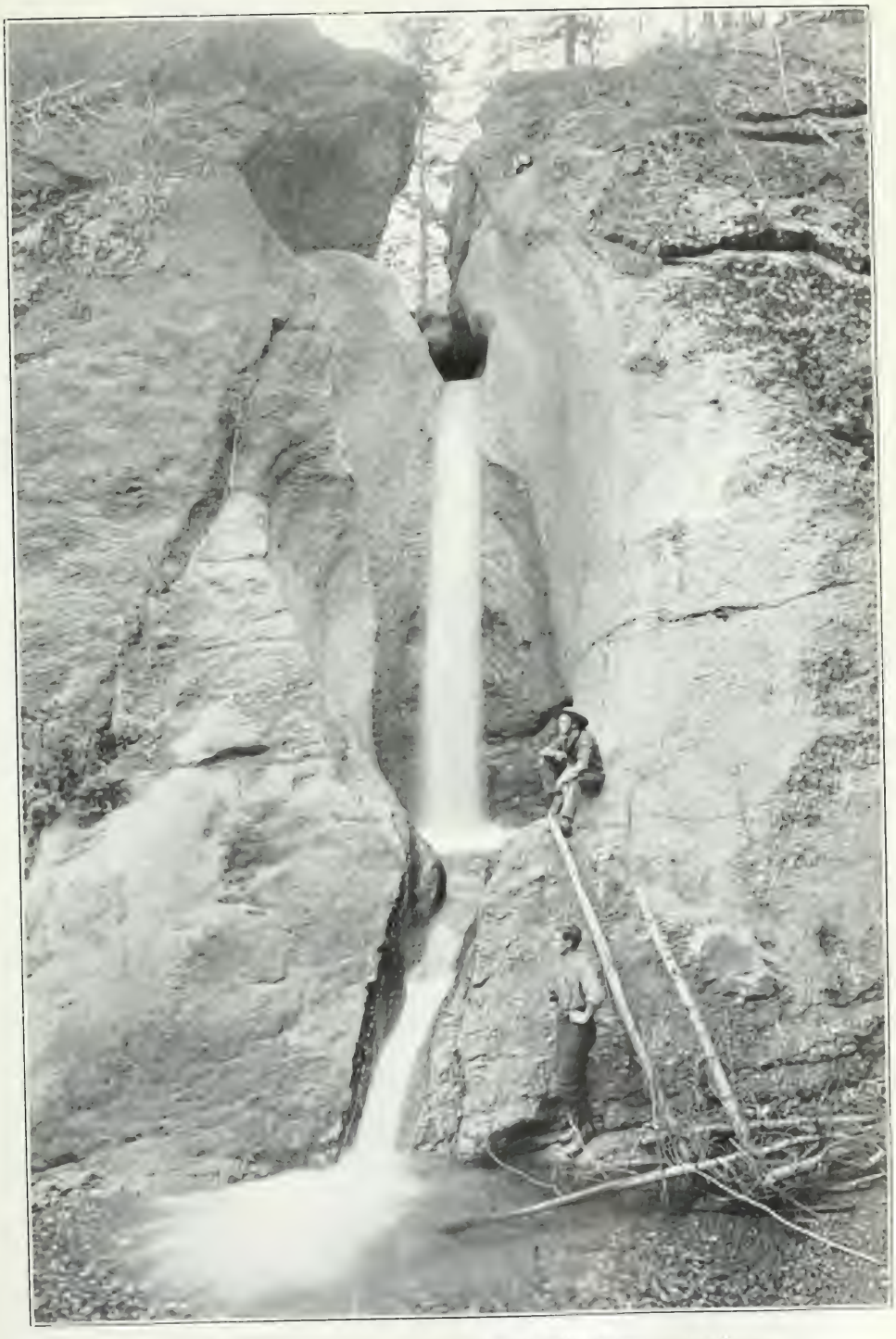
Intercolonial Railway. Halifax deep water terminals.

Intercolonial Railway. Dartmouth to Dean's Branch. Acadia Sugar Refinery at Woodside.

Intercolonial Railway. Dartmouth to Dean's Branch. Overhead crossing of public road at Chezzetcook.

Intercolonial Railway. Cutting on Dartmouth to Dean's Branch.

Grand Trunk Pacific Railway. First through train, Winnipeg to Prince Rupert, April 1914.



Grand Trunk Pacific Railway. Punch Bowl Falls, Jasper Park, Alberta.

Grand Trunk Pacific Railway. Bridge over Wolf Creek, 120 miles west from Edmonton. The east bank is the point of division between the prairie and the mountain sections of the railway.

Grand Trunk Pacific Railway. Tête Jaune Cache, during the construction of the railway.

Grand Trunk Pacific Railway. Contractors' supplies scows on the Fraser river at Tête Jaune Cache, B.C.

Grand Trunk Pacific Railway. Track laying machine coming into Tete Jaune Cache, B.C.

Grand Trunk Pacific Railway. Tête Jaune Cache, Fraser river, B.C

Grand Trunk Pacific Railway. Bridge over the McLeod river, west of Edmonton.

Grand Trunk Pacific Railway. Construction of steel bridge over the Athabaska river, Alberta.

Grand Trunk Pacific Railway. The path finder near Mount Robson, B.C.

Grand Trunk Pacific Railway. The path finder in the Rocky mountains.

Grand Trunk Pacific Railway. Transporting contractors' supplies down the Fraser river, B.C.

Grand Trunk Pacific Railway. Laying the last rails, Central British Columbia.

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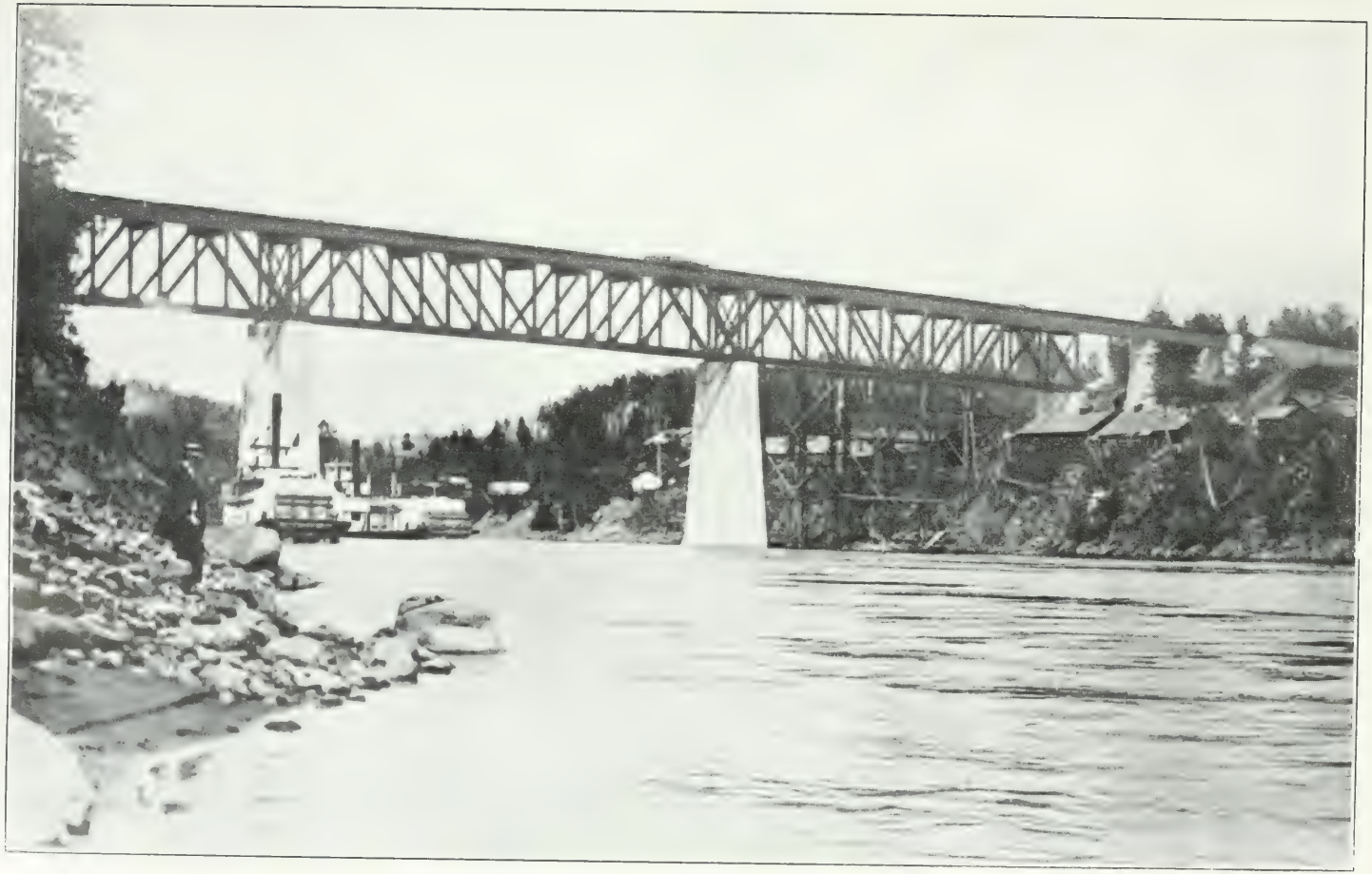
Grand Trunk Pacific Railway. The old and the new, Skeena river, B.C.

Grand Trunk Pacific Railway. "Hole in the Wall." A view along the banks of the Skeena river, B.C.

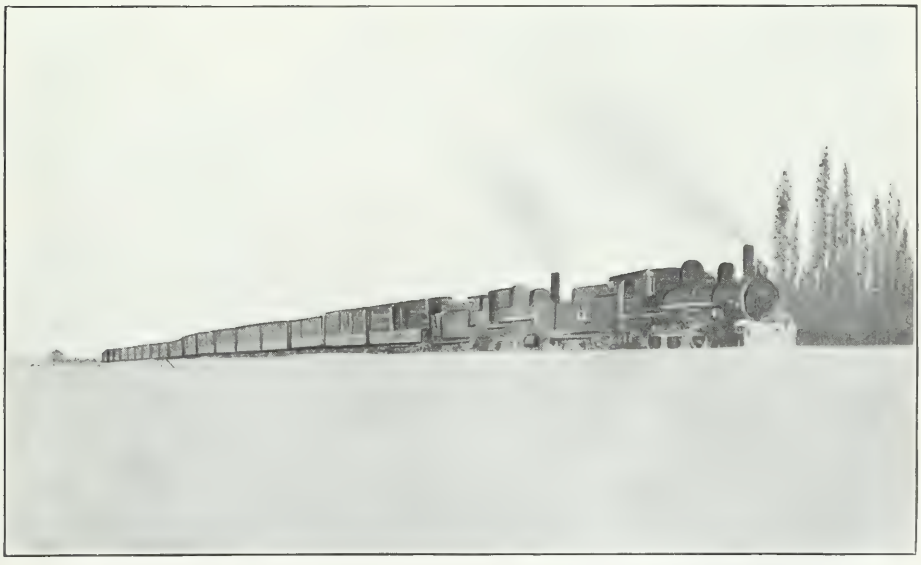


Grand Trunk Pacific Railway. Bridge over the Skeena river, B.C.

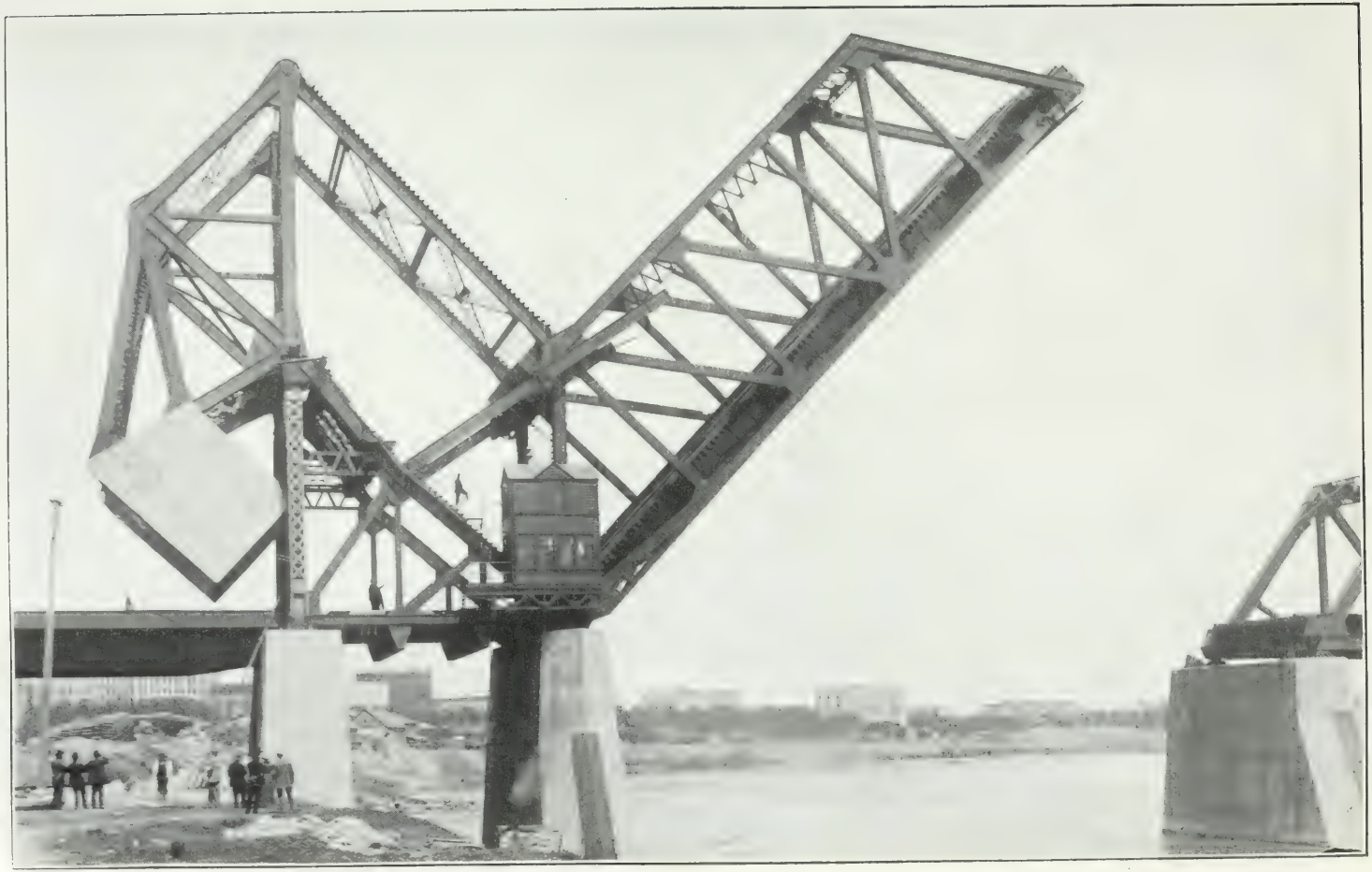
Grand Trunk Pacific Railway. Prince Rupert, the Pacific terminus.

Transportation before construction of Transcontinental Railway.

Transportation before construction of Transcontinental Railway.



First wheat train over Tran-continental Railway leaving Hearst, Ont., December 31, 1912.



Transcontinental Railway. Bascule bridge over the Red river at Winnipeg.

Transcontinental Railway. Bridge over the Ground Hog River, 1,078 miles from Moncton.

Transcontinental Railway. Freight car shop, Transcona, Man.

Transcontinental Railway. Freight car shop at Transcona, Man.

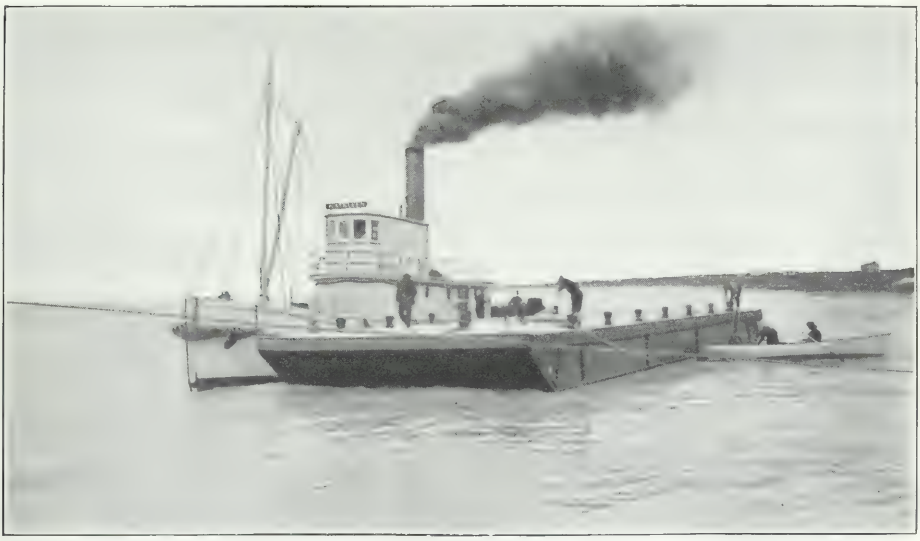
Hudson Bay Railway. Wharf No. 2, Port Nelson.

Hudson Bay Railway. Wharf No. 3, Port Nelson.

Hudson Bay Railway. Headquarters camp, Port Nelson.

Hudson Bay Railway. Eastern end of encampment, showing wireless installation in background.

Hudson Bay Railway. Tug "Kathleen" and motor schooner "Neophite" in winter quarters, Port Nelson.



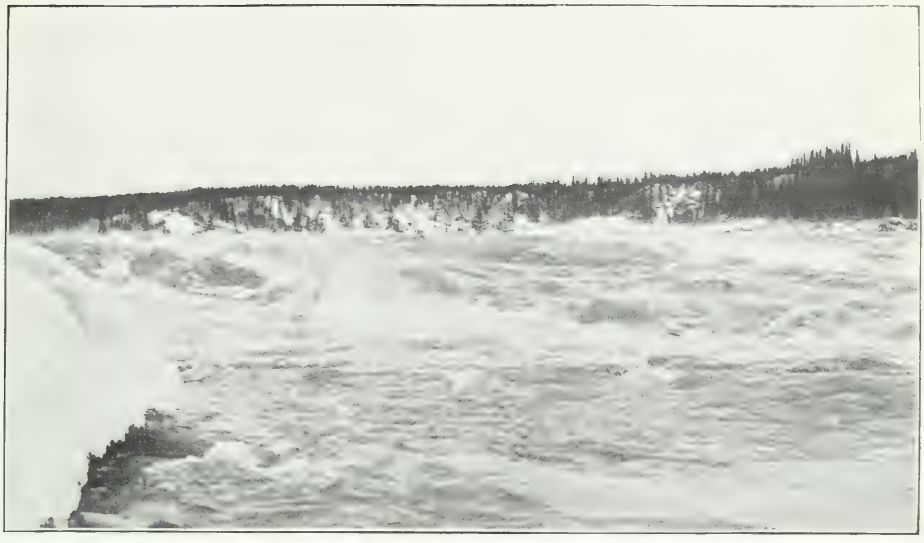
Hudson Bay Railway. Port Nelson. Tug "Kathleen," with a scow built at the port.

Hudson Bay Railway. Hull of stern wheel tug assembled and ready for launching.

Hudson Bay Railway. Steam shovel at work, Port Nelson.

Hudson Bay Railway. Mail team leaving Port Nelson.

Hudson Bay Railway. Ice bridge on the Nelson river.



Hudson Bay Railway. Kettle Rapids, Nelson River.

Hudson Bay Railway. White Mud Falls, Nelson River.

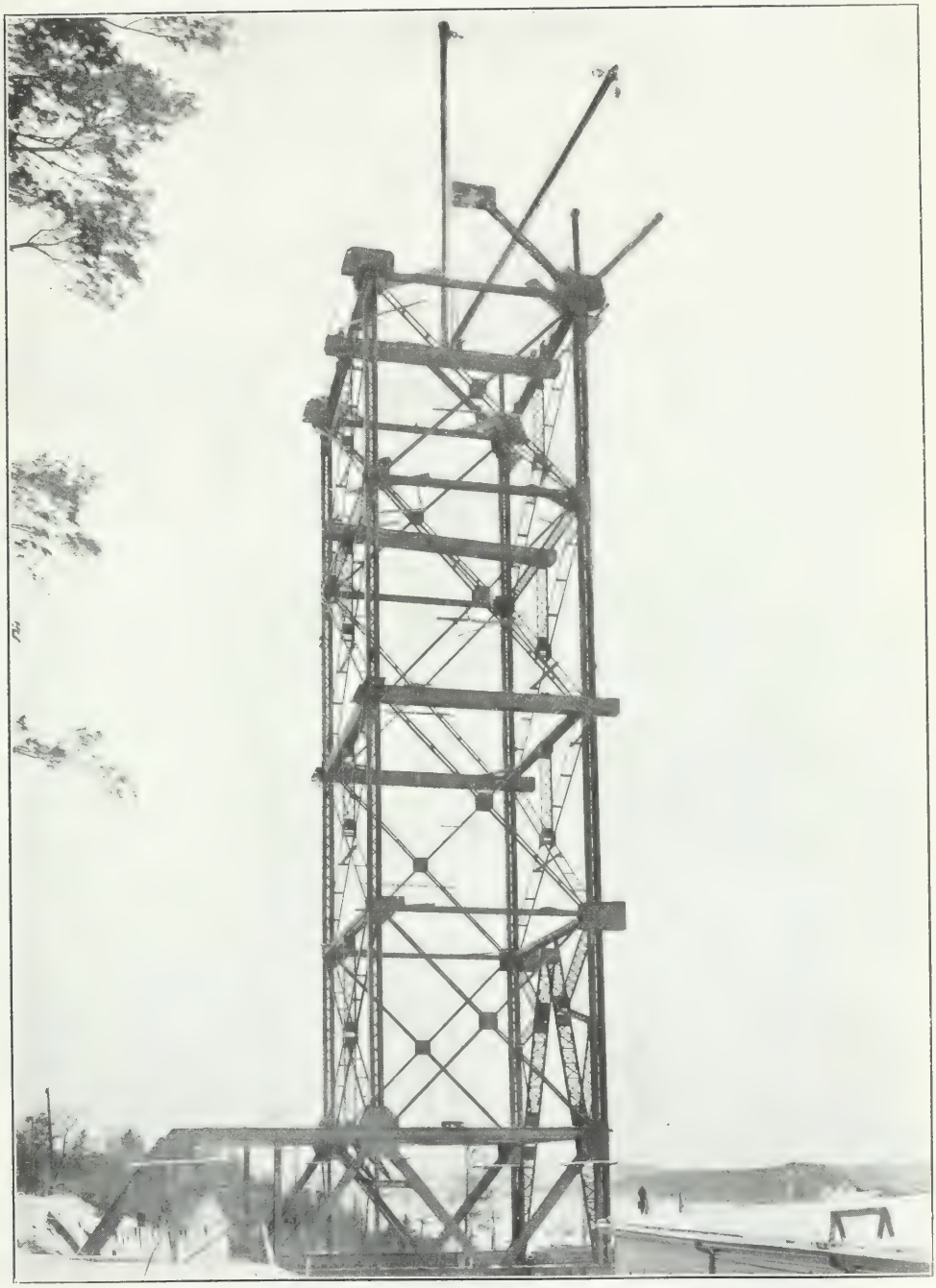
Hudson Bay Railway. Manitou Rapids, Nelson River, near proposed point of crossing.

20—1915—35

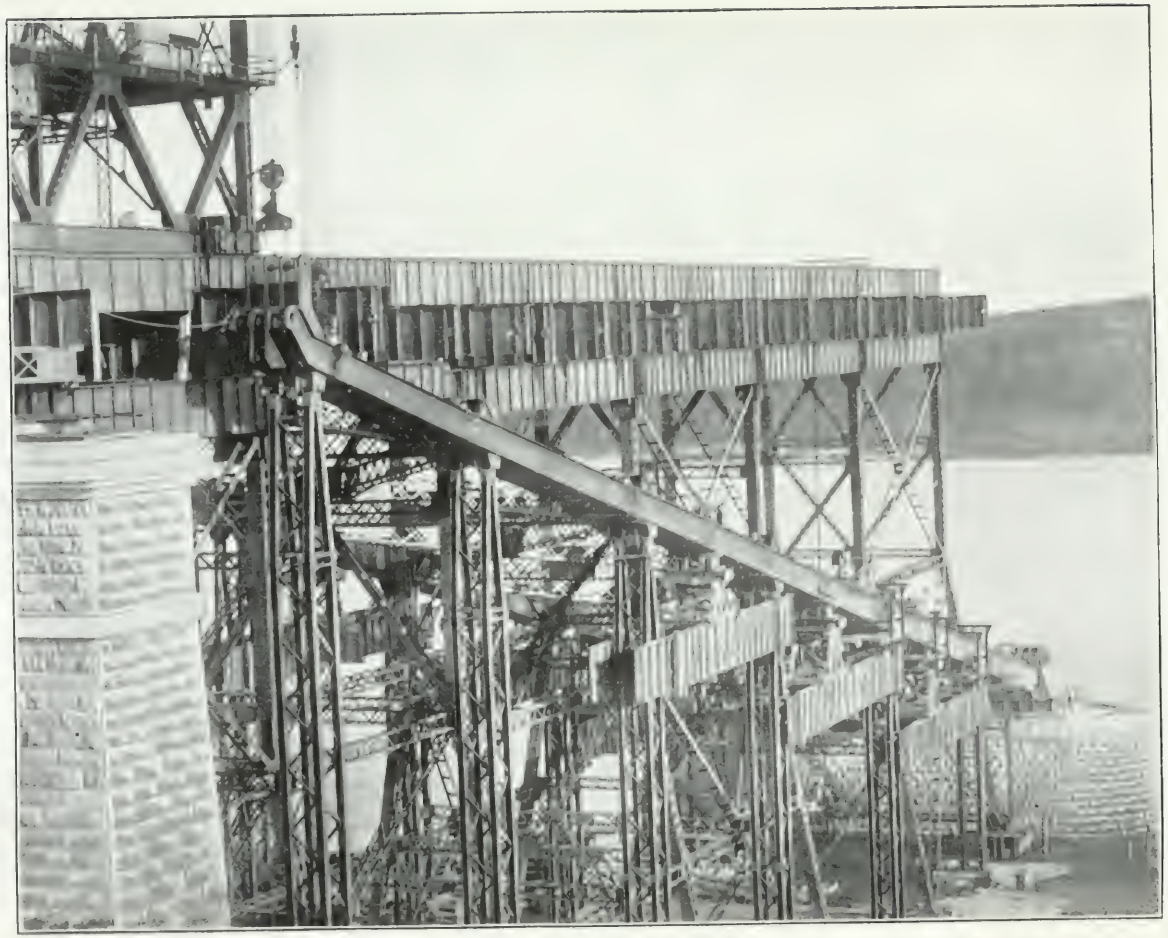
Quebec Bridge. General view from north shore, showing completed masonry.

20—1915—35½

Quebec Bridge. View of bottom chords of north anchor arm in place, resting on steel falsework; with the 1,000-ton erecting traveller engaged in placing the web members of the bridge.

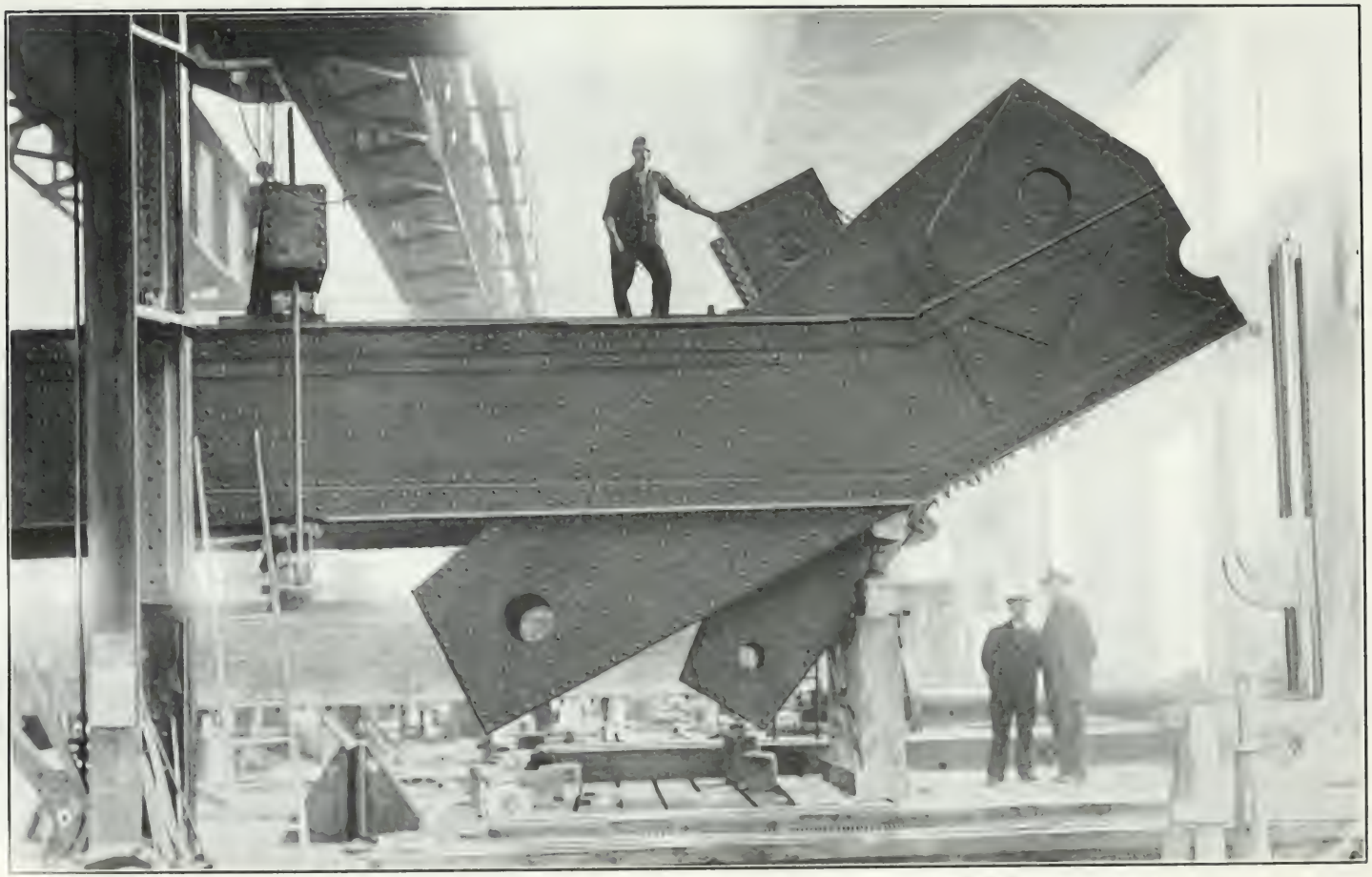


Quebec Bridge. View showing the 1,000 ton erection traveller in course of construction.

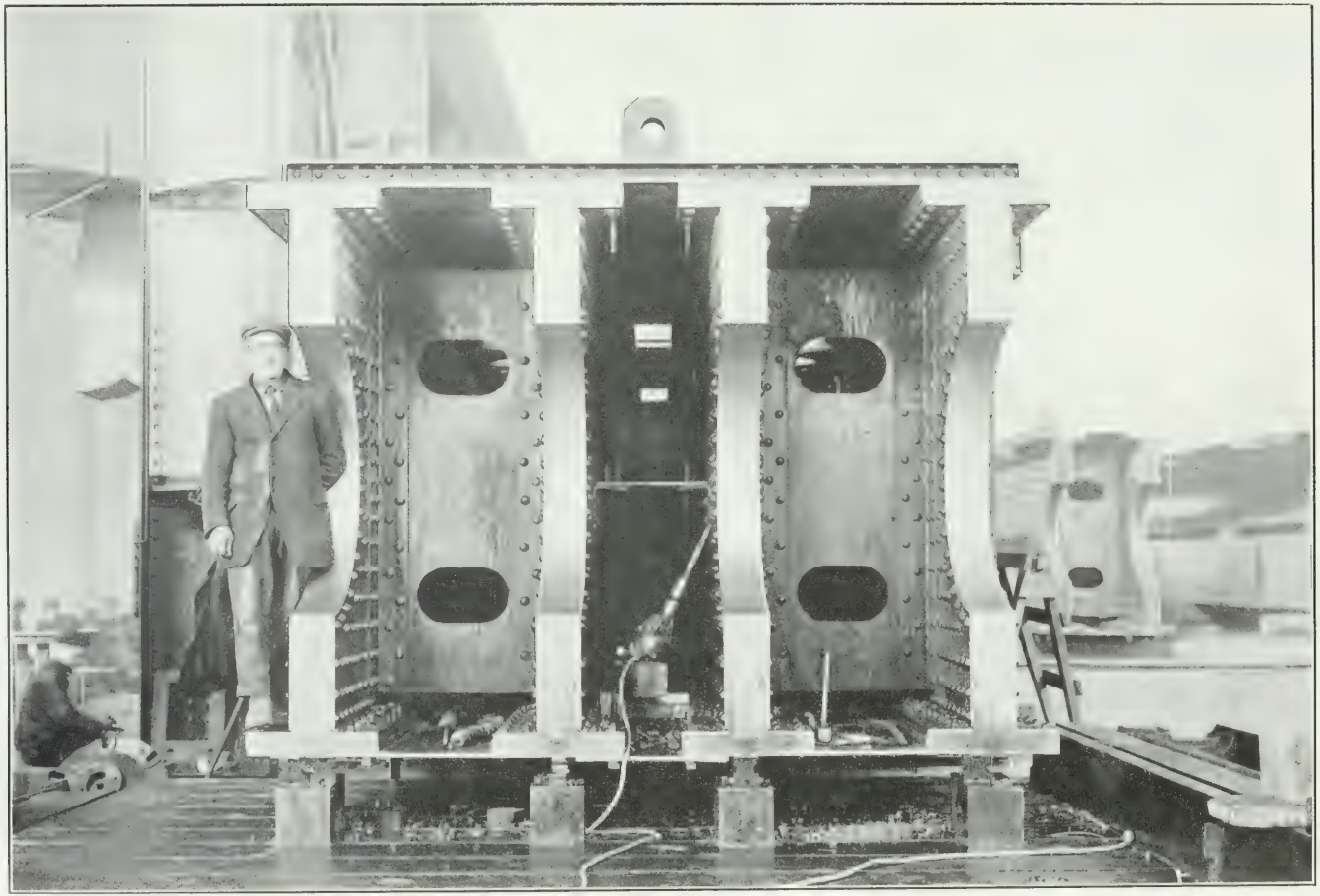


Quebec Bridge. View showing the bottom chords of the north anchor arm in place between the main and anchor piers. The chords are resting on steel falsework, which will be removed later.

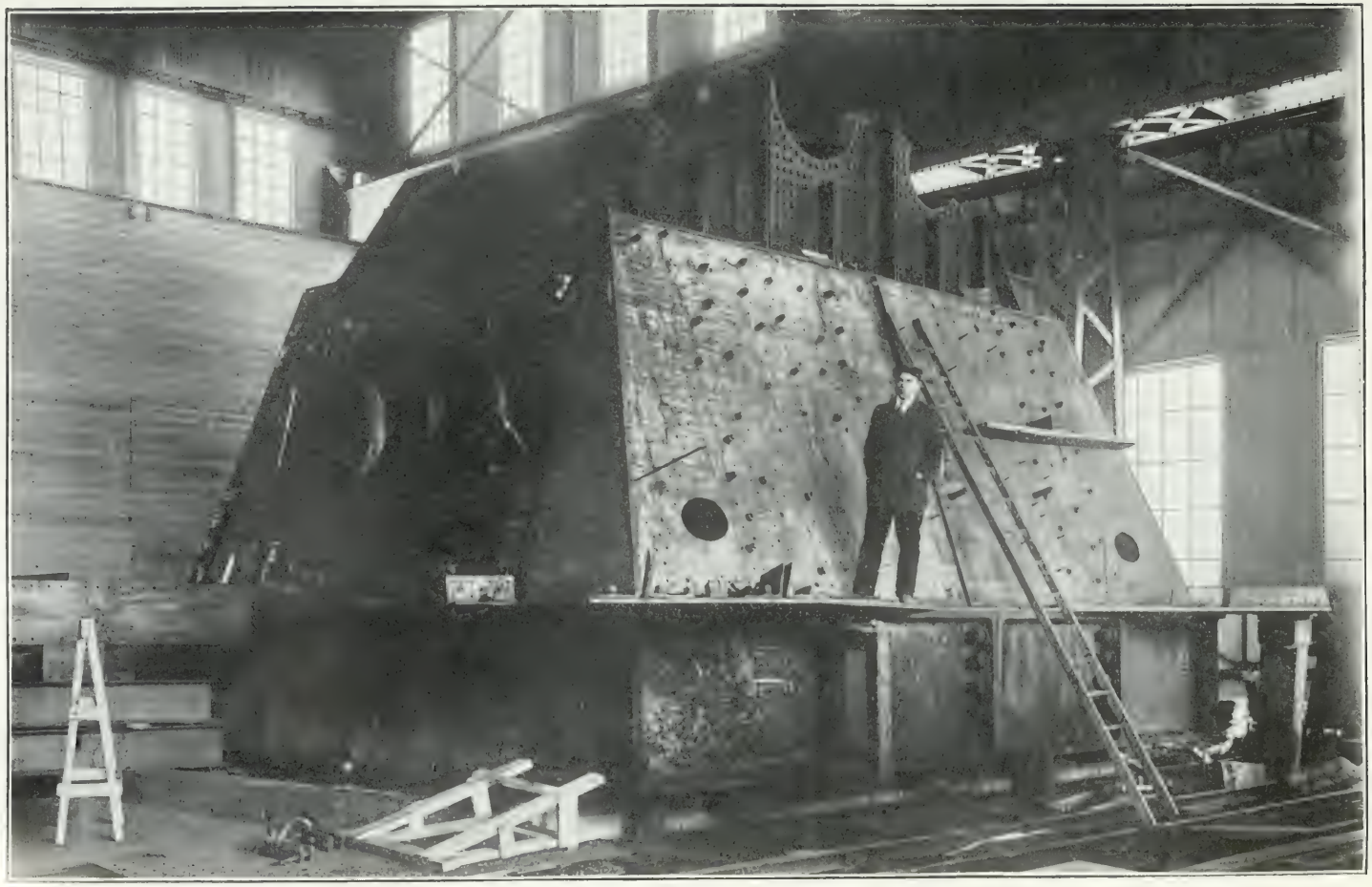
Quebec Bridge. View showing north approach span



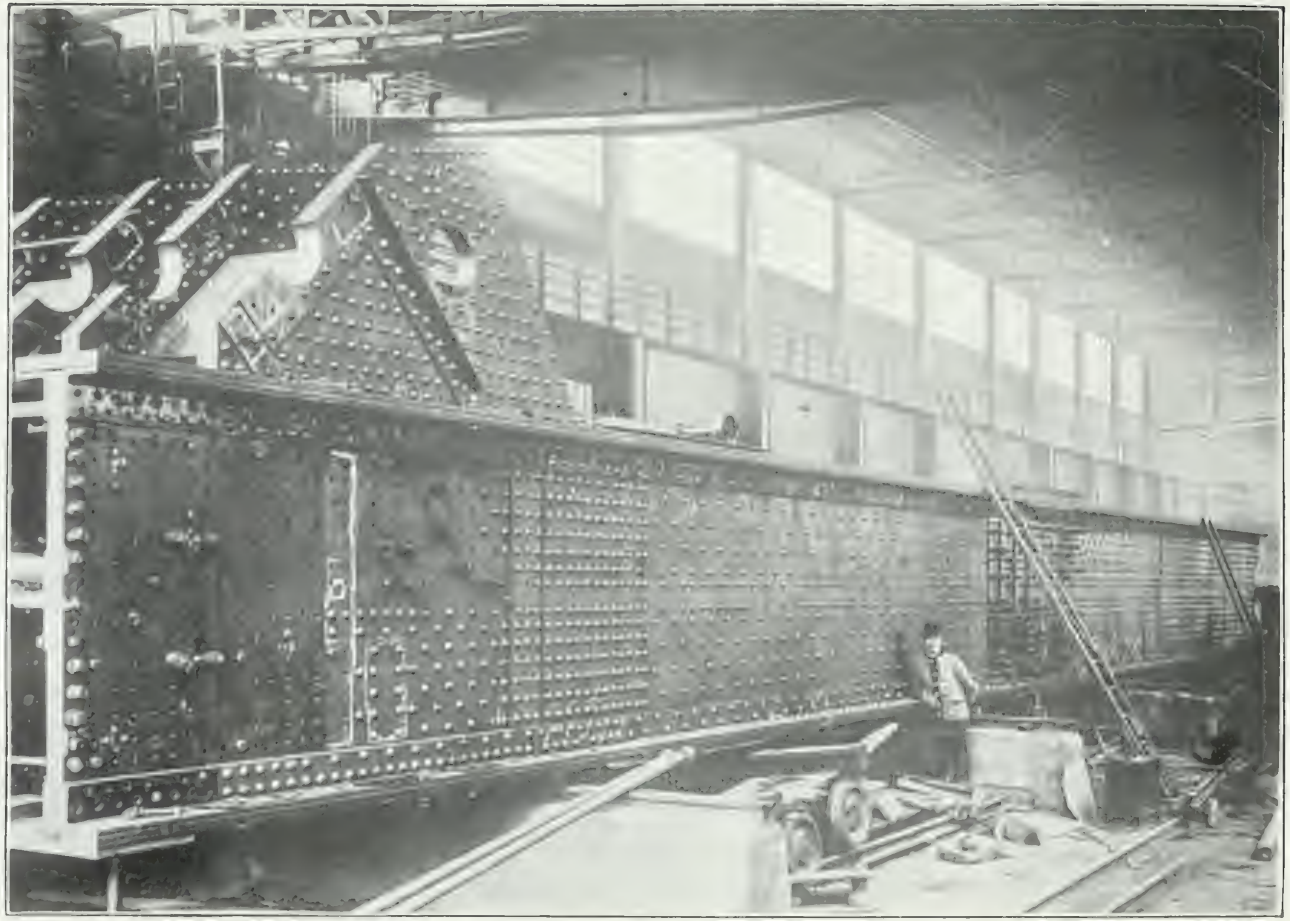
Quebec Bridge. View of end connection of one of the main compression verticals. Six members meet at this point.



Quebec Bridge. End view of main compression member.



Quebec Bridge. View of one of the 400 ton main pedestals to support bridge on main piers.

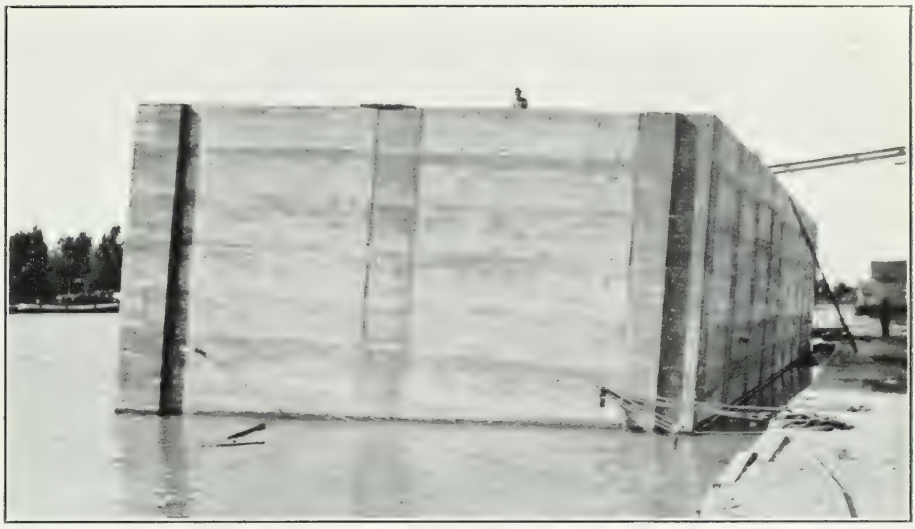


Quebec Bridge. View showing 100 ton section of main chord.

90 1915 383

New Welland Ship Canal. Bridges for temporary diversion of Grand Trunk Railway, main line.

New Welland Ship Canal. Mixing plant and steel reinforcement for concrete entrance wall, Lock No. 1.

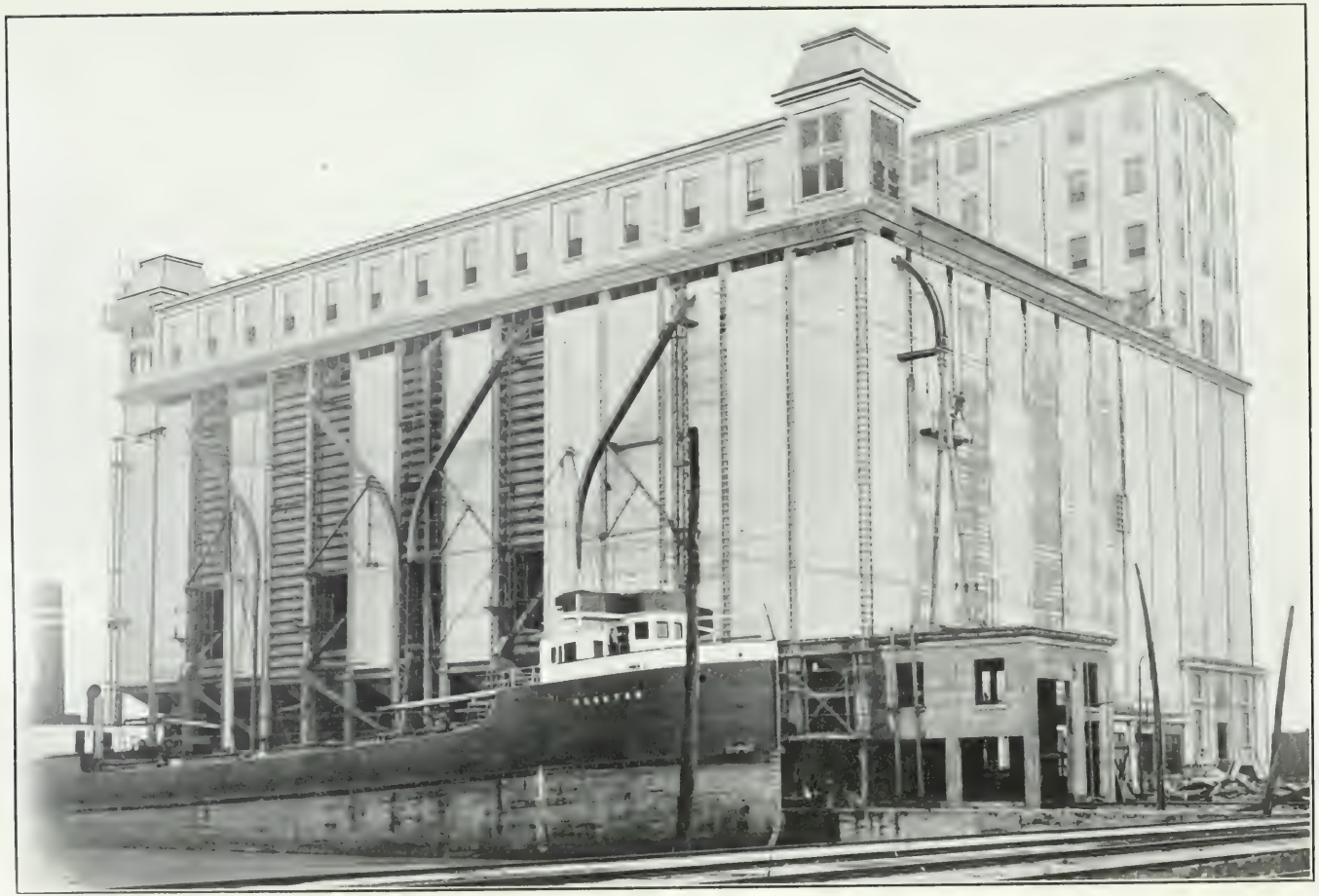


New Welland Ship Canal. Reinforced concrete crib for entrance pier, Port Weller, Lake Ontario.

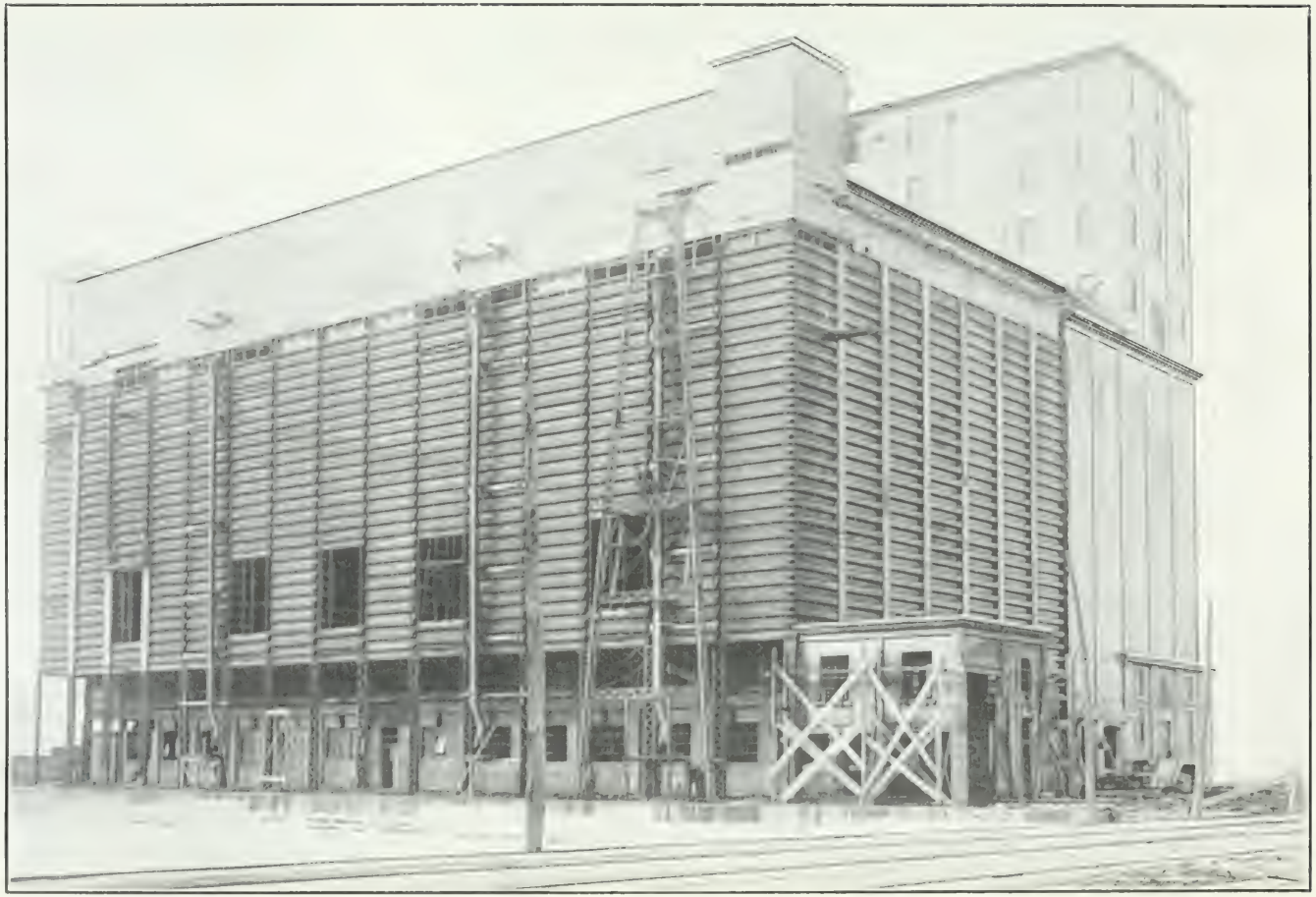
New Welland Ship Canal. Rock cutting for diversion of Grand Trunk Railway, Thorold.

New Welland Ship Canal. One of the large dredges at work at Port Weller, Lake Ontario.

New Welland Ship Canal. Trench for entrance wall, Lock No. 1.

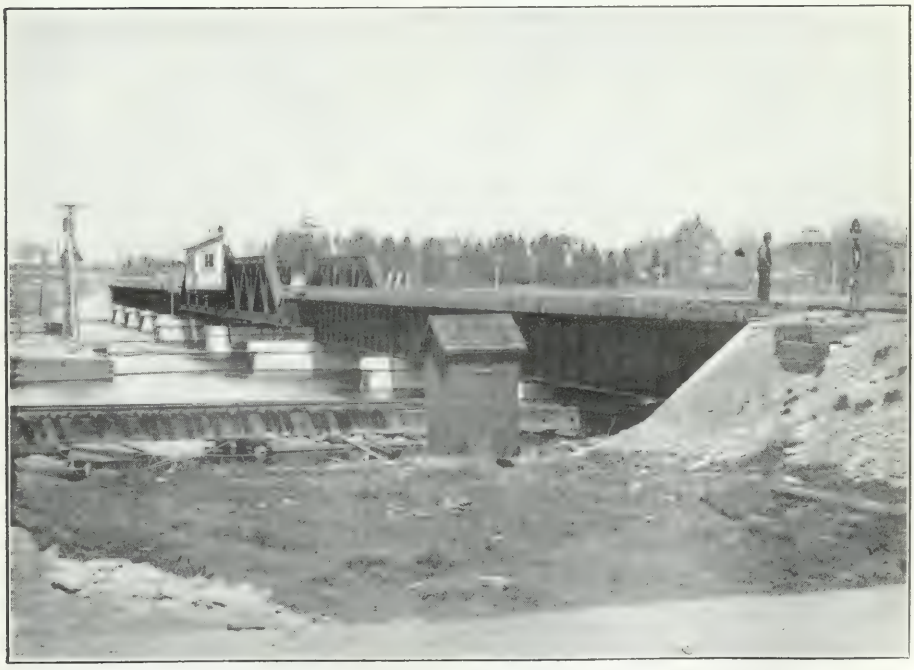


Welland Canal. Grain elevator at Port Colborne, showing the new extension.

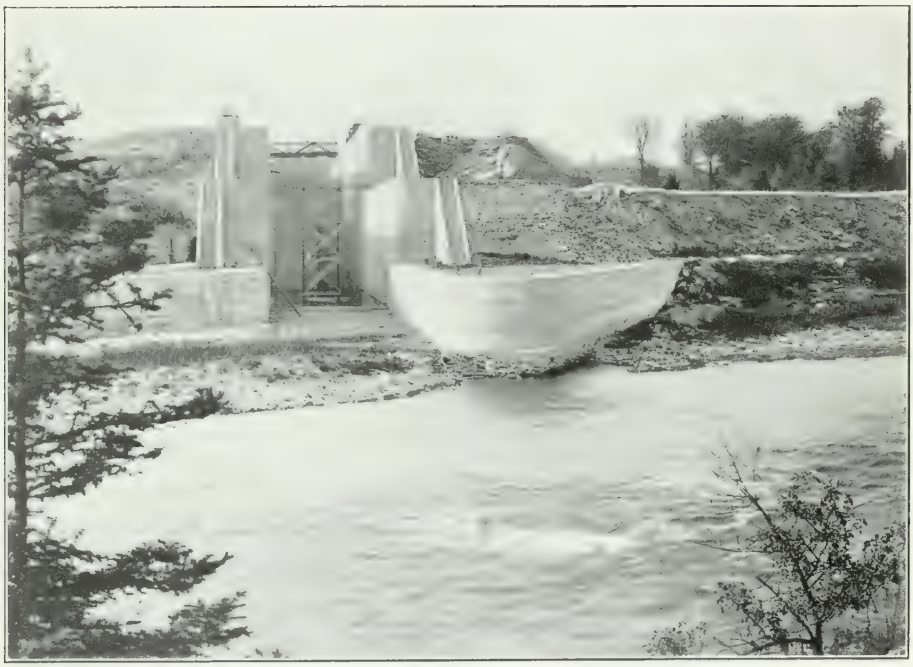


Welland Canal.—Grain elevator at Port Colborne, showing the new extension.

Trent Canal. Lock and Dam No. 2, at Trenton.



Trent Canal. Canadian Northern Railway bridge over the River Trent, at Trenton.

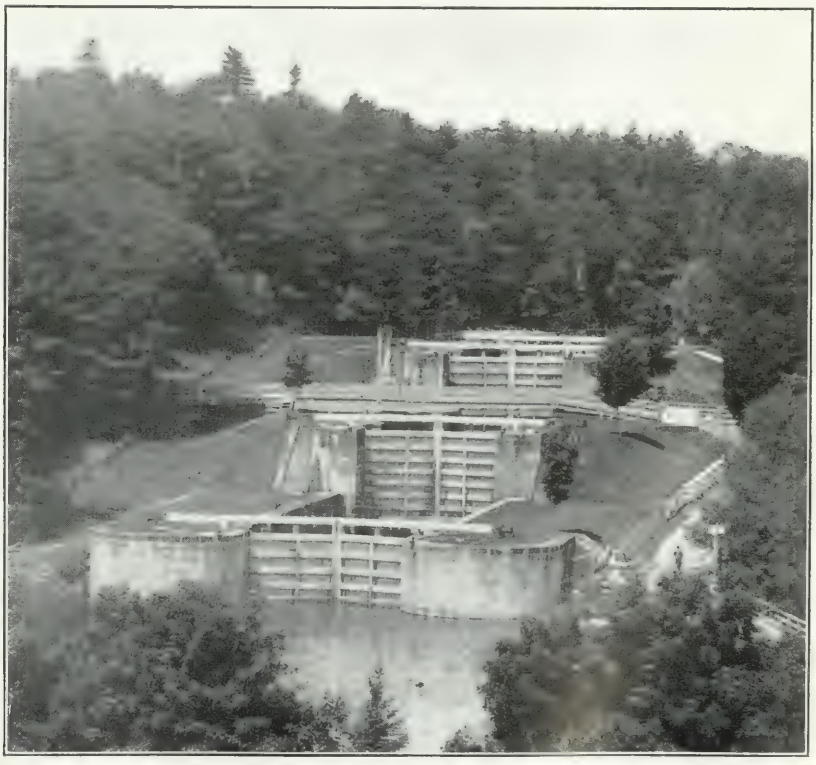


Trent Canal. Locks Nos. 11 and 12, at Campbellford.

Trent Canal. Heeley Falls weir, River Trent.

Trent Canal. Heeley Falls Dam.

Rideau Canal. Chaffey's Lock.

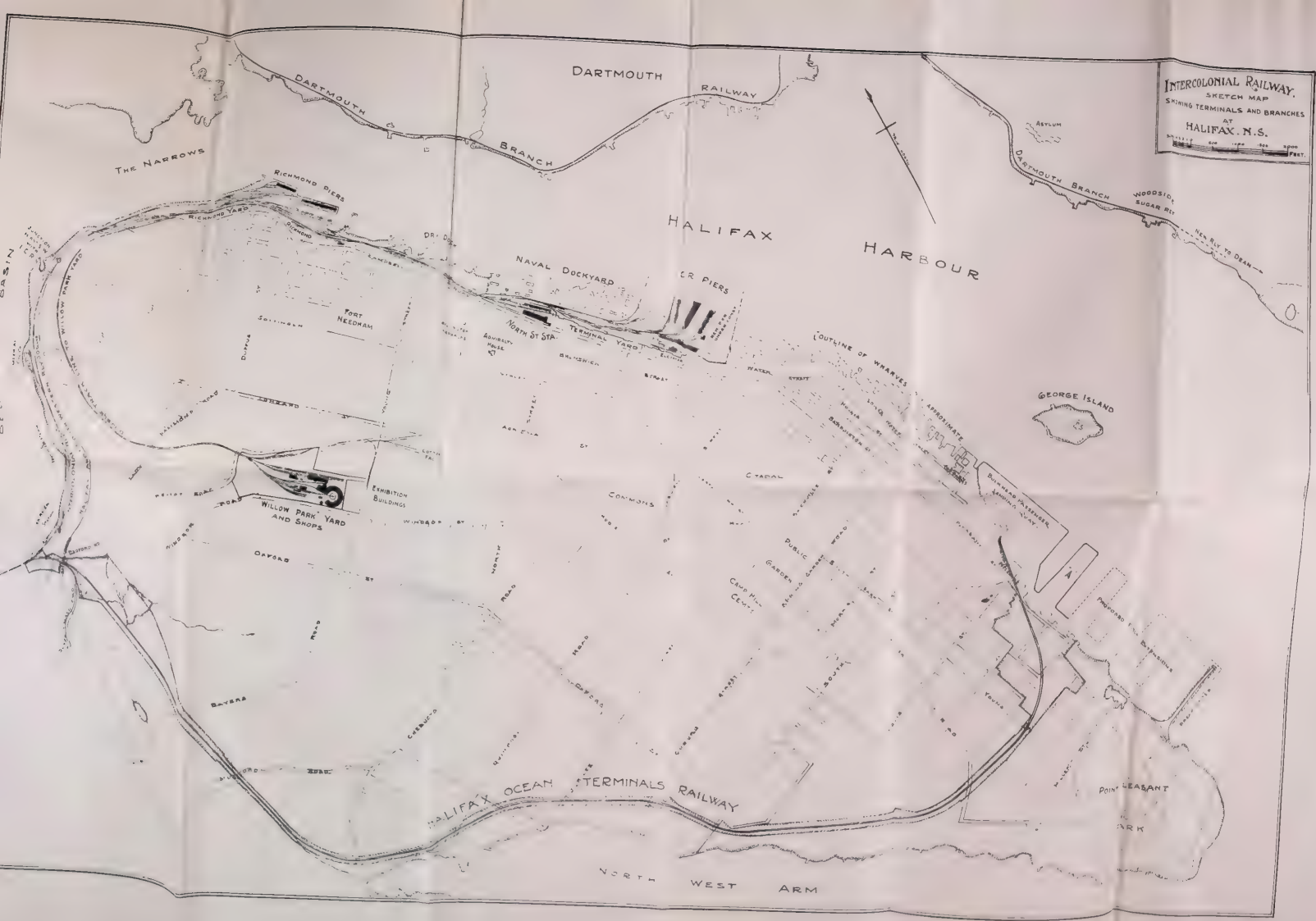


Rideau Canal. Jones' Falls Locks.

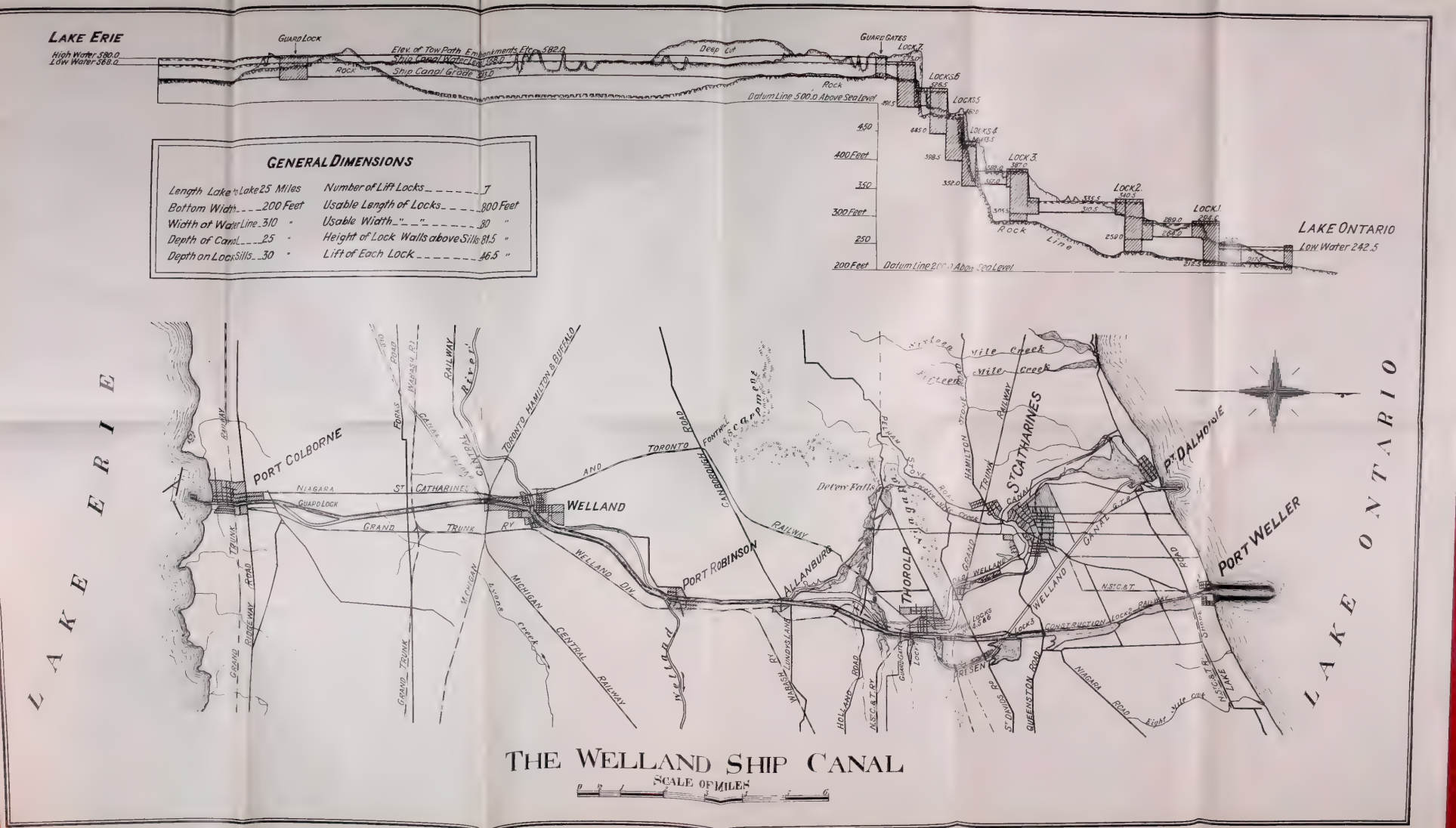
Rideau Canal. Washburn Lock.

Rideau Canal. Kingston Mills, with Grand Trunk Railway main line overhead crossing.

LAKE ONTARIO
To Hamilton 34 Miles
To Toronto 30 Miles
To Toronto 33.5 Miles
To Kingston 128 Miles
HAMILTON
PORT WELLER
Pt DALHOUSIE
NIAGARA
LOCKPORT
St CATHARINES
THOROLD
NIAGARA FALLS
Niagara River
Welland River
Grand Island
TONAWANDA
WELLAND
Grand River
DUNNVILLE
CANAL FEEDER
Pt COLBORNE
BUFFALO
To Buffalo 20 Miles
To Detroit 240 Miles
To Cleveland 157 Miles
To Erie 60 Miles
To Dunkirk 20 Miles
DUNKIRK
LAKE ERIE
NEW YORK STATE
G T RY
M C RY
N S & T RY
T H & B RY
NIAGARA PENINSULA
PLAN SHOWING LOCATION OF
WELLAND SHIP CANAL
Scale of Miles


INTERCOLONIAL RAILWAY.
SKETCH MAP
SHOWING TERMINALS AND BRANCHES
AT
HALIFAX. N.S.
DARTMOUTH
RAILWAY
DARTMOUTH BRANCH
THE NARROWS
RICHMOND PIERS
RICHMOND YARD
HALIFAX
HARBOUR
NAVAL DOCKYARD
CR PIERS
NORTH ST STA
TERMINAL YARD
FORT NEEDHAM
OUTLINE OF WHARVES
GEORGE ISLAND
WILLOW PARK YARD AND SHOPS
EXHIBITION BUILDINGS
COMMONS
CITADEL
PUBLIC GARDENS
HALIFAX OCEAN TERMINALS RAILWAY
POINT PLEASANT PARK
NORTH WEST ARM

LAKE
WINNIPEG
HUDSON
BAY
HUDSON BAY RAILWAY
RAILWAY LOCATION
THE PAS TO HUDSON BAY


LAKE ERIE
High Water 580.0
Low Water 568.0
Guard Lock
Rock
Elev. of Tow Path Embankments Etc. 582.0
Ship Canal Water Level 568.0
Ship Canal Grade 500
Deep Cut
Guard Gates
Lock 7
Locks 6
Locks 5
Locks 4
Lock 3
Lock 2
Lock 1
Rock
Datum Line 500.0 Above Sea Level
450
400 Feet
350
300 Feet
250
200 Feet
Datum Line 200.0 Above Sea Level
LAKE ONTARIO
Low Water 242.5
GENERAL DIMENSIONS
Length Lake to Lake 25 Miles
Bottom Width 200 Feet
Width at Water Line 310 "
Depth of Canal 25 "
Depth on Lock Sills 30 "
Number of Lift Locks 7
Usable Length of Locks 800 Feet
Usable Width " " 80 "
Height of Lock Walls above Sills 81.5 "
Lift of Each Lock 46.5 "
LAKE ERIE
LAKE ONTARIO
PORT COLBORNE
NIAGARA
GUARD LOCK
GRAND TRUNK RY
WELLAND
TORONTO AND HAMILTON & BUFFALO RAILWAY
Welland River
CANBOROUGH ESCARPMENT
TORONTO ROAD
PORT ROBINSON
ALLANBURG
WELLAND DIV
MICHIGAN CENTRAL RAILWAY
Lyons Creek
THOROLD
Deep Cut
Welland Canal
ST CATHARINES
PT DALHOUSIE
PORT WELLER
Locks 4 5 6
Lock 3
Guard Lock
Junction
N.S.C.&T. RY
HOLLAND ROAD
WABASH RY
LINDSAY
QUEENSTON ROAD
NIAGARA ROAD
LAKE
Mile Creek
Eight Mile Creek
THE WELLAND SHIP CANAL
SCALE OF MILES
0 1 2 3 4 5 6

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1914

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1915

[No. 20*a*—1915.]

To Field Marshal, His Royal Highness PRINCE ARTHUR WILLIAM PATRICK ALBERT *Duke of Connaught and of Strathearn, K.G., K.T., K.P., etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to your Royal Highness, Canal Statistics for the year ended December 31, 1914.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1914.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, February 10, 1915.

A. W. CAMPBELL, Esq., C. E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1914.

The volume of traffic through all the canals of Canada during the year was 37,023,237 tons, as against 52,053,913 tons in 1913. There was therefore a decrease of 15,030,676 tons.

Following was the distribution of traffic, by canals, during the year 1914, with the increases and decreases:—

	Tons.	Increase.	Decrease.
		Tons.	Tons.
Sault Ste. Marie	27,549,184	.....	15,100,140
Welland	3,860,969	290,255	.....
St. Lawrence	4,391,493	89,066	.....
Chambly	436,905	.....	118,697
St. Peters	54,180	.....	17,334
Murray	83,907	.....	96,669
Ottawa	335,132	.....	30,306
Rideau	151,739	.....	19,484
Trent	67,715	11,915	.....
St. Andrews	42,013	.....	39,282
Total	37,023,237	391,236	15,421,912

It will be observed that the unprecedented falling-off in traffic during the year 1914 occurred almost wholly at Sault Ste Marie. Of the total decrease of 15,030,676 tons, 1,748,669 was in Canadian and 13,282,007 in American waterborne commerce. As will appear later, the decline in American traffic was very largely in the movement of iron ore from the head of lake Superior to ports on lake Erie.

It must be understood, however, that the foregoing tonnage represents the aggregate of traffic which passed through all the canals of Canada. That is to say, it is gross traffic, and necessarily includes duplication and to some extent triplication. The net tonnage, as made up by an analysis of the returns, was approximately 29,786,186 tons, of which 5,521,228 were Canadian and 24,264,958 American.

The gross traffic through the canals since 1905 was as follows:—

	Tons.
1905	9,371,744
1906	10,523,185
1907	20,543,639
1908	17,502,820
1909	33,720,748
1910	42,990,608
1911	38,030,353
1912	47,587,245
1913	52,053,913
1914	37,023,237

For the first time, an analysis has been made of traffic by months. The facts for the past four years, as respects all canals, are shown in the following table:—

	1911.	1912.	1913.	1914.
	Tons.	Tons.	Tons.	Tons.
January	254	181	397	494
April	722,311	77,871	875,226	554,111
May	5,170,587	6,134,122	7,260,227	5,307,123
June	5,451,549	6,851,248	7,647,189	6,136,657
July	5,798,169	7,054,060	8,137,169	6,339,831
August	5,778,187	7,159,871	7,625,782	6,261,380
September	5,466,054	6,983,913	7,531,379	6,069,946
October	5,514,042	7,321,846	7,350,914	4,660,484
November	3,657,824	5,369,493	4,891,143	1,470,471
December	471,376	634,640	734,487	222,740
Total	38,030,353	47,587,245	52,053,913	37,023,237

It will be instructive to observe the movement of freight by months, through each of the ten Canadian canals. The facts in that regard for 1914 and the preceding year are as follows:—

———	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	Ottawa.	Rideau.	St. Peters.	Murray.	Trent.	St. Andrews.	Total.
1914.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
April	437,182	77,805	33,947	.....	2,081	.....	494	2,865	.....	.....	554,605
May	3,939,578	569,909	655,929	33,517	60,860	27,823	6,785	5,726	4,277	2,930	5,307,123
June	4,653,580	581,388	673,678	74,959	73,030	30,090	6,724	15,945	10,069	16,194	6,136,657
July	4,749,845	618,038	764,625	74,834	62,902	28,537	6,017	11,540	11,160	13,335	6,339,831
August	4,799,387	583,441	681,136	84,919	54,515	24,210	3,565	11,370	13,004	5,833	6,261,380
September	4,669,372	593,822	635,327	80,400	36,475	16,944	3,490	18,071	13,684	2,361	6,099,946
October	3,355,305	537,729	626,996	58,830	31,137	16,633	10,605	8,315	13,574	1,360	4,660,484
November	815,235	270,337	311,281	29,448	14,132	7,502	12,034	8,575	1,927	.....	1,470,471
December	179,700	28,500	8,574	.....	.....	.....	4,466	1,500	.....	.....	222,740
Total	27,599,184	3,860,969	4,391,493	436,905	335,132	151,739	54,180	83,907	67,715	42,013	37,023,237
1913.											
April	702,618	103,048	52,955	571	5,220	.....	3,332	7,761	118	.....	875,623
May	6,029,539	482,844	573,032	50,729	54,007	25,518	9,116	26,364	3,134	5,944	7,260,227
June	6,276,817	487,173	642,803	87,402	56,554	26,946	8,988	31,632	9,834	19,038	7,647,189
July	6,656,867	565,296	659,900	100,961	53,552	26,497	8,261	37,254	7,310	21,271	8,137,169
August	6,124,104	570,838	689,712	95,779	57,069	27,491	9,132	31,427	7,185	13,045	7,625,782
September	6,220,171	492,369	611,969	87,035	47,588	23,132	8,251	16,832	12,520	11,512	7,531,379
October	5,995,098	507,991	633,469	88,493	56,540	24,553	8,307	15,949	10,029	10,485	7,350,914
November	4,017,393	336,425	412,023	44,632	34,908	17,086	9,721	13,357	5,598	.....	4,891,143
December	676,715	24,730	26,564	.....	.....	.....	6,406	.....	72	.....	734,487
Total	42,699,324	3,570,714	4,302,427	555,602	365,438	171,223	71,514	180,576	55,800	81,295	52,053,913

The following table will show the fluctuations of traffic through the various canals during the past five years:—

	1910.	1911.	1912.	1913.	1914.
Sault Ste. Marie	36,395,687	30,951,709	39,669,655	42,699,324	27,599,184
Welland	2,326,290	2,537,629	2,851,915	3,570,714	3,860,969
St. Lawrence	2,760,752	3,105,708	3,477,188	4,302,427	4,391,493
Chambly	669,299	599,829	618,415	555,602	436,905
St. Peters	85,951	75,298	74,809	71,514	54,180
Murray	177,941	163,457	170,081	180,576	83,907
Ottawa	385,261	320,071	392,350	365,438	335,132
Rideau	134,881	172,227	160,133	171,223	151,739
Trent	46,263	57,290	77,150	55,800	67,715
St. Andrews	8,283	47,135	95,549	81,295	42,013

Although tables showing the composition of traffic in detail appear in the body of this report, the following summary, by classes of commodities, will throw a direct light on freight movement in the years 1913 and 1914:—

Canals.	Agricultural Products.	Animal Products.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1913.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	5,253,665	198	733,910	62,958	36,648,593	42,699,324
Welland	1,684,967	361	548,373	337,927	999,086	3,570,714
St. Lawrence	1,545,775	8,269	460,161	660,226	1,627,996	4,302,427
Chambly	13,432	490	20,217	337,331	184,132	555,602
St. Peters	15,935	2,492	8,078	6,301	38,708	71,514
Murray	568	13	75,803	55	104,137	180,576
Ottawa	2,331	3,657	15,901	186,710	156,839	365,438
Rideau	3,437	3,458	15,213	27,331	121,784	171,223
Trent	1,840	298	2,414	50,812	436	55,800
St. Andrew's	377	65	1,629	9,274	69,950	81,295
Total	8,522,327	19,301	1,881,699	1,678,925	39,951,661	52,053,913
1914.						
Sault Ste. Marie	3,799,337	217	487,789	40,956	23,270,885	27,599,184
Welland	2,116,378	275	361,174	360,434	1,022,708	3,860,969
St. Lawrence	2,020,035	6,905	297,269	668,775	1,398,509	4,391,493
Chambly	9,248	211	11,111	293,242	123,093	436,905
St. Peters	11,845	1,543	4,117	3,126	33,549	54,180
Murray	149	.....	21,605	430	61,723	83,907
Ottawa	3,032	3,183	18,663	171,440	138,814	335,132
Rideau	2,027	3,010	13,466	15,041	118,195	151,739
Trent	795	336	3,043	62,473	1,068	67,715
St. Andrew's	22	1	288	6,050	35,652	42,013
Total	7,962,868	15,681	1,218,525	1,621,967	26,204,196	37,023,237

The total traffic in 1914 through the Canadian canal at Sault Ste. Marie was moved as follows:—In American vessels, 86 per cent; in Canadian vessels, 14 per cent.

It will also help to an understanding of the traffic situation to see the ratio which each commodity class bore to the total during the past five years. The following table is therefore given:—

—	1910.	1911.	1912.	1913.	1914.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products	10·2	14·2	14·51	16·40	21·51
Animal products	1·2	·1	·04	·04	·04
Manufactures	5·2	6·2	4·68	3·61	3·29
Products of forests	3·9	4·0	3·43	3·22	4·38
Products of mines	79·5	75·5	77·34	76·73	70·78

CANADIAN AND AMERICAN TRAFFIC.

The following table shows the number and tonnage of Canadian and American vessels, and also the tonnage of Canadian and American traffic, which passed through the canals of Canada in 1908 and succeeding years:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,592,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237

Reducing the foregoing figures in relation to freight tonnage to a percentage basis, the situation is further illuminated:—

Year.	Canadian Per Cent.	American Per Cent.
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7
1914	25·3	74·7

All of the freight traffic of Canada did not, however, pass through Canadian canals. At Sault St. Marie, 1,068,812 tons of Canadian commerce passed through the American canal at that point. The facts in this regard for preceding years are not available, although an effort will be made during the current year to get them. Adding the 1,068,812 tons which passed through the American canal to the net tonnage of Canadian traffic for all canals as shown in a preceding paragraph—5,521,228—we have a total of 6,590,040 for 1914 is produced.

The situation at Sault Ste. Marie in 1914, having reference to both the Canadian and American canals at that point, might be summarized as follows: Out of a total traffic belonging to the United States of 50,692,092 tons, 23,989,437 tons, or 47·3 per cent, passed through the Canadian canal. On the other hand, out of an aggregate traffic of 4,678,559 tons belonging to Canada, 1,068,812 tons, or 22·8 per cent, passed through the American canal.

The year 1914, in this respect, reflected normal conditions.

The ratio of Canadian traffic was bettered in 1914 wholly because of the large decline in American business. Measured by volume, Canadian freight tonnage decreased in 1914 by 15·7 per cent. American freight tonnage decreased by 32·5 per cent. Tables 1 and 7, in the body of this report, will give a considerable mass of details respecting the international character of canal traffic; but, for the purposes of immediate comparison, the following summary will be found helpful:—

Canals.	Total Traffic.	Canadian Tons.	Per Cent.	American Tons.	Per Cent.
Sault Ste. Marie	27,599,184	3,669,747	13·0	23,989,437	86·9
Welland	3,860,969	2,013,619	52·1	1,847,350	47·6
St. Lawrence	4,391,493	2,738,649	62·3	1,652,844	37·7
Chambly	436,905	308,091	70·5	128.814	29·5
St. Peters	54,180	54,164	99·9	16	
Murray	83,907	80,946	96·4	2,961	3·5
Ottawa	335,132	325,059	96·9	10,073	6·0
Rideau	151,739	142,203	93·7	9,536	6·3
Trent	67,715	67,715	100·0	.....	
St. Andrews	42,013	42,013	100·0	.....	
	37,023,237	9,382,206	25·3	27,641,031	74·7

It will be observed that the preponderance of American traffic, amounting to nearly 75 per cent of the total for all canals, arises very largely from the situation at Sault Ste. Marie, which is the chief gateway of commerce on the Great Lakes. At that point in 1914 the volume of freight tonnage belonging to the United States was equal to 86·9 per cent of the aggregate. The Canadian canal at Sault Ste. Marie was opened for traffic in 1895, and since that year the history of the freight movement through it is shown in the following table:—

Year.	Total Traffic.	Canadian Traffic.	Per cent Canadian.	American Traffic.	Per cent American.
1896	4,557,399	321,770	7·0	4,255,629	93·0
1897	4,947,063	337,146	6·8	4,609,737	93·2
1898	3,055,287	146,539	4·8	2,908,748	95·2
1899	3,006,664	299,975	9·9	2,706,629	90·1
1900	2,035,677	255,264	12·5	1,880,413	87·5
1901	2,820,394	494,613	17·5	2,325,781	82·5
1902	4,729,268	1,140,623	24·1	3,588,645	75·9
1903	5,511,868	1,362,820	24·7	4,149,048	75·3
1904	5,030,705	1,212,145	24·1	3,818,360	75·9
1905	5,473,406	1,304,355	23·8	4,169,051	76·2
1906	6,574,046	1,632,683	24·8	4,941,363	75·2
1907	15,588,165	1,957,334	12·5	13,630,831	87·5
1908	12,759,216	2,113,160	16·5	10,646,056	83·5
1909	27,861,245	2,767,875	9·1	25,093,370	90·9
1910	36,395,687	2,941,229	8·1	33,454,458	91·9
1911	30,951,709	3,167,936	10·2	27,783,773	89·8
1912	39,669,655	3,808,157	9·6	35,861,498	90·4
1913	42,699,324	4,816,718	11·3	37,882,606	88·7
1914	27,599,184	3,609,747	13·1	23,989,437	86·9

The foregoing table will not be perfectly understood in the absence of facts respecting the character of American traffic through the Canadian canal at Sault Ste. Marie. When that traffic is analysed it is found to consist very largely of iron ore being moved eastward. This movement of ore on a large scale began in the nineties. The following table gives the facts since 1905:—

Year.	American Traffic through Canadian Canal.			Ore included in foregoing total.	Per cent of Ore.	Commodities other than Ore.	Per cent of other Commodities.
	Up.	Down.	Total.				
	Tons.	Tons.	Tons.	Tons.		Tons.	
1905	1,028,871	3,140,180	4,169,051	2,910,118	69·9	1,258,933	30·1
1906	1,367,796	3,573,567	4,941,363	2,929,366	59·3	1,011,997	40·7
1907	2,604,741	11,026,090	13,630,831	9,995,242	73·2	3,635,589	26·8
1908	2,419,709	8,226,347	10,646,056	7,362,351	69·1	3,283,705	30·9
1909	2,737,101	22,356,269	25,093,370	21,156,915	84·3	3,936,455	15·7
1910	4,004,538	29,449,920	33,454,458	28,440,952	85·0	5,013,506	15·0
1911	4,307,187	23,476,586	27,783,773	22,654,029	81·5	5,129,744	18·5
1912	3,133,638	32,727,860	35,861,498	31,134,251	87·0	4,727,247	13·0
1913	4,238,829	33,643,777	37,882,606	32,386,866	85·5	5,495,740	14·5
1914	2,398,944	21,737,678	24,136,622	20,817,953	86·2	3,318,669	13·8

The foregoing American total for 1914 includes 147,185 tons of Canadian wheat from Duluth, which, starting from a United States port, is, for the purposes of this table, counted as American.

The total of American traffic in the table above, it should be explained, does not agree closely with the figures in table 7, for the reason that Canadian grain shipped from Duluth is, for the purposes of the comparison in hand, classified as belonging to the business of the United States. The analysis of the situation at Sault Ste. Marie may be concluded by comparing the volume of Canadian and American eastbound traffic, exclusive of ore. A few cargoes of iron and copper ore of Canadian origin are carried annually eastward; but when ore is taken out of the account the facts remain as follows:—

Year.	Canadian Eastbound exclusive of ore.	Per cent of total Eastbound	American Eastbound exclusive of ore.	Per cent of total Eastbound
1905	838,537	82·7	303,630	9·7
1906	1,112,742	92·8	721,320	20·2
1907	1,446,788	91·7	1,142,468	10·3
1908	1,585,549	92·3	986,614	11·9
1909	2,038,245	98·0	1,229,282	5·5
1910	2,132,620	100·0	962,062	3·3
1911	2,466,806	99·1	820,488	3·5
1912	3,019,998	99·8	1,576,646	4·8
1913	4,114,402	99·0	1,271,882	3·8
1914	2,985,114	97·1	919,725	4·2

At the Welland canal, iron ore is not a factor. The traffic is of a general character. The Welland is the principal gateway between Sault Ste. Marie and Montreal, and it will help to a clearer understanding of the canal situation if the facts with respect to traffic at that point are given. They are as follows:—

TRAFFIC THROUGH THE WELLAND CANAL.

Year.	Canadian—*Up.*	Per cent.	Canadian—*Down.*	Per cent.	United States—*Up.*	Per cent.	United States—*Down.*	Per cent.
	Tons.		Tons.		Tons.		Tons.	
1887	61,310	41·3	87,159	58·7	265,738	31·9	565,928	68·1
1891	25,260	25·8	72,522	74·2	264,952	30·2	612,279	69·8
1896	19,369	8·8	200,294	91·2	271,900	25·6	788,424	74·4
1897	12,091	6·3	179,998	93·7	212,108	19·6	870,095	80·4
1898	11,904	8·5	127,236	91·5	211,502	21·1	789,435	78·9
1899	17,464	10·2	153,174	89·8	135,038	21·8	484,094	78·2
1900	18,670	11·0	150,378	89·0	99,560	18·1	450,752	81·9
1901	22,804	10·2	200,693	89·8	83,601	21·1	313,111	78·9
1902	39,760	16·2	204,398	83·8	44,994	10·7	376,235	89·3
1903	116,143	34·6	220,152	65·4	153,947	23·1	512,677	76·9
1904	94,353	27·1	253,920	72·9	90,855	19·6	372,243	80·4
1905	104,490	24·6	319,944	75·4	127,569	19·1	540,047	80·9
1906	131,502	24·2	410,749	75·8	91,366	13·8	568,350	86·2
1907	202,051	29·6	479,292	70·4	188,113	20·1	744,676	79·9
1908	163,447	21·7	587,239	78·3	247,513	25·9	705,254	74·1
1909	382,041	37·5	635,187	62·5	260,048	25·7	748,675	74·3
1910	420,407	35·9	749,891	64·1	304,427	26·3	851,565	73·7
1911	508,865	38·0	828,085	62·0	334,054	27·8	866,625	72·2
1912	578,251	37·1	979,525	62·9	247,471	19·1	1,046,668	80·9
1913	641,402	32·4	1,338,274	67·6	363,701	22·9	1,227,337	77·1
1914	504,487	22·2	1,769,502	77·8	351,562	22·2	1,235,418	77·8

TRANSPORTATION OF CANADIAN WHEAT.

For several years special study has been given to the movement of Canadian wheat by water, and for this purpose the facts have been ascertained and tabulated in relation to both distribution and freight rates. The information developed in this way will have an increasing value as time proceeds.

The records of the Department show that the shipments each year through the Canadian canal at Sault Ste. Marie, since 1895, have been as follows:—

	Bushels.
1895	1,087,800
1896	7,274,000
1897	9,130,167
1898	3,456,934
1899	7,699,267
1900	5,573,267
1901	5,893,034
1902	19,896,900
1903	25,807,800
1904	25,250,969
1905	22,603,500
1906	26,361,400
1907	34,602,000
1908	41,793,300
1909	48,047,833
1910	51,774,833
1911	63,641,000
1912	83,743,034
1913	101,066,133
1914	77,467,833

It should be clearly understood that prior to 1909 the figures do not include shipments of Canadian wheat in bond from Duluth which passed through the

Canadian canal. It must also be borne in mind that consignments which passed through the American canal are, in all years, excluded. In other words, the foregoing table relates to waterborne wheat which passed through the Canadian canal at Sault Ste. Marie, and includes shipments from Duluth only in 1909 and succeeding years.

Canadian wheat, as has been explained, also passed through the American canal at Sault Ste. Marie. The following summary gives the facts for 1914:—

	Bushels.
Through the Canadian canal	77,467,833
Through the American canal	17,564,233
Total	95,032,066

Shipments of Canadian flour from the west had a total of 3,275,532 barrels, of which 1,975,950 passed through the Canadian canal and 1,499,370 passed through the American canal at Sault Ste. Marie. At 4½ bushels to the barrel, the volume of flour would be equal to 14,739,872 bushels of wheat. This wheat in the form of flour showed an increase of 7,161,107 bushels over 1913. Joining wheat and flour shipments through both canals, the final total is 106,442,605 bushels, which was 42,867,059 bushels below the record for the preceding year. Summarized, the movement of wheat in 1914 was as follows:

	Bushels.
Through the Canadian canal	77,467,833
Through the American canal	17,564,233
In the form of flour	14,739,872
Total	109,771,938

Combining shipments of Canadian wheat through the Canadian and American canals at Sault Ste. Marie since a special account was kept of the facts, following is the result:—

	Bushels.
1912	109,842,031
1913	141,726,899
1914	95,032,066

Special care has been taken during recent years to follow the distribution of waterborne wheat of Canadian origin. For the years 1913 and 1914 the volume which came down from Port Arthur–Fort William and passed through both the Canadian and American canals at Sault Ste. Marie took the following routes:—

From	1913	1914
Port Arthur–Fort William.	Bushels.	Bushels.
To Montreal	11,950,433	9,624,600
" Georgian Bay ports	24,448,134	21,086,566
" other Canadian ports	28,045,733	33,132,733
" Buffalo	67,701,900	24,974,767
Total	132,146,200	88,818,666

In order to account for all the Canadian wheat which actually moved eastbound in 1913 and 1914, through both the Canadian and American canals

at Sault Ste. Marie, it is necessary to add to the foregoing the cargoes which came out in bond from Duluth. Joining the Port Arthur-Fort William shipments to those from Duluth, the following final quantities and distribution are had:—

From	1913	Per cent.	1914	Per cent.
Port Arthur-Fort William and Duluth.	Bushels.		Bushels.	
To Montreal	15,186,632	10·7	10,283,166	10·8
" Georgian Bay ports	26,054,001	18·4	24,864,466	26·2
" other Canadian ports	28,973,333	20·5	34,350,700	36·2
" Buffalo	71,522,933	50·4	25,533,734	26·8
Total	141,726,899	.....	95,032,066	.....

It should be explained that "other Canadian ports" in the foregoing tables are ports lying between the Georgian bay and lake Ontario. For the most part the term means Port Colborne, which, as will be made plain later, is a port of transfer.

In order that a basis for comparison may be preserved, having regard to preceding reports, the following summary of the movement of Canadian wheat through the Canadian and American canals at Sault Ste. Marie is given:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.	1914.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to—						
Montreal	10,517,266	13,185,370	12,761,666	14,929,099	11,950,433	9,624,600
Georgian bay	13,384,400	12,753,200	9,881,234	19,501,168	24,448,134	21,086,566
Other Canadian ports	10,149,633	9,603,400	11,880,666	20,458,700	28,045,733	33,132,733
Buffalo	12,841,334	15,693,363	27,945,600	44,228,266	67,701,900	24,974,767
Duluth to—						
Montreal	520,000	315,000	.....	283,500	3,236,199	658,566
Buffalo	528,200	224,500	710,334	5,714,367	3,811,033	3,777,900
Georgian bay	28,000	.....	461,500	1,418,767	1,605,867	1,217,967
Other Canadian ports	79,000	.....	.....	230,000	927,600	558,967
Unclassified	.....	.....	.....	3,078,164	.....	.....
Total	48,047,833	51,774,833	63,641,000	109,842,031	141,726,899	95,032,066
Through American canal	9,117,328	5,321,446	1,981,481	.....	.....	.....
Grand total	57,165,161	57,096,279	65,622,481	109,842,031	141,726,899	95,032,066

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In a preceding table the volume and percentage of Canadian wheat which took the various routes of distribution in 1914 are given. The following table shows in convenient form the percentages for prior years:—

Canadian Wheat.	1909.	1910.	1911.	1912.	1913.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Fort William to Montreal	21·9	25·5	20·1	13·6	8·4
" " Georgian bay	27·9	24·6	15·6	17·8	17·2
" " other Canadian ports	21·1	18·5	18·7	18·6	19·8
" " Buffalo	26·7	30·3	43·8	40·2	47·8
Duluth to Canadian ports	1·3	0·6	0·7	1·7	4·1
" " American ports	1·1	0·5	1·1	5·2	2·7
" " unclassified				2·9	

The causes of the diversion of Canadian wheat to Buffalo have been dealt with in preceding reports. It is perhaps significant of a change in conditions that in 1914 only 26.8 per cent of Canadian wheat sought an outlet through American channels, as compared with 50.4 per cent in 1913. The war in Europe was probably a potential factor in the matter during the autumn months.

During the year 1914 a special study was made of the movement of Canadian wheat by months as well as by routes of distribution. The facts thus gathered and tabulated will undoubtedly throw a helpful light on the whole situation. The following statements show the volume which passed through the Canadian and American canals in 1913:—

Canadian Canal.	April.	May.	June.	July.	August.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	634,600	1,973,900	1,782,667	1,407,733	1,097,900
" " Georgian bay	1,477,000	2,619,967	930,833	1,080,500	441,100
" " other Canadian ports	1,282,300	2,545,700	3,056,066	2,536,300	1,628,400
" " Buffalo	1,430,633	2,039,600	197,000		
Duluth to Montreal		24,000		22,533	187,000
" " Georgian bay	330,000	86,066			
" " other Canadian ports		77,600			
" " Buffalo	534,000	817,867	330,000	274,300	
Total	5,688,533	10,184,700	6,296,566	5,321,366	3,354,400

Canadian Canal.	September.	October.	November	December.	Total.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,512,500	1,697,567	1,052,900	73,367	11,233,134
" " Georgian bay	589,533	5,988,400	6,455,400	1,949,400	21,532,133
" " other Canadian ports	1,908,600	6,421,233	4,437,900	1,763,500	25,579,999
" " Buffalo	2,250,633	12,058,366	13,987,133	7,319,133	39,282,498
Duluth to Montreal	204,000				437,533
" " Georgian bay					416,066
" " other Canadian ports	204,000				281,600
" " Buffalo		347,000			2,303,167
Total	6,669,266	26,512,566	25,933,333	11,105,400	101,066,130

American Canal.	April.	May.	June.	July.	August.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal		245,000	63,000		
" " Georgian Bay ports	948,263	321,169	202,000	89,465	91,476
" " other Canadian ports	330,500	355,788	214,000	116,000	220,000
" " Buffalo	5,582,351	3,820,335	1,009,130	486,862	
Duluth to Montreal	202,500	404,753	239,403	52,507	
" " Georgian Bay ports					
" " other Canadian ports			109,000		
" " Buffalo	214,610	1,158,011	264,948	77,134	
Total	7,278,224	6,305,056	2,101,481	821,968	311,476

American Canal.	September.	October.	November.	December.	Total.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	72,000	337,300			717,300
" " Georgian Bay ports	92,231	318,932	352,500		2,416,036
" " other Canadian ports	638,440	448,000	143,000		2,465,728
" " Buffalo	1,896,794	7,323,130	5,719,724	2,770,277	28,608,603
Duluth to Montreal	229,500	504,455	204,500		1,837,618
" " Georgian Bay ports		61,000	185,000		246,000
" " other Canadian ports					109,000
" " Buffalo	100,700	178,000			1,993,403
Total	3,029,665	9,170,817	6,604,724	2,770,277	38,393,688

It will be observed that there is a difference of 2,267,078 between the total shown in the above table and the total for 1913 in a preceding table. This arose from a difficulty in identifying the cargoes as shown in the American reports for the purposes of the foregoing analysis. All cargoes which could not be classified by months were left out; but these omissions do not destroy the value of the comparison as between 1913 and 1914.

Joining the figures for the Canadian and American canals for 1913, following is the result:—

Canadian and American Canals.	April.	May.	June.	July.	August.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to—					
Montreal	634,600	2,218,900	1,845,667	1,407,733	1,097,900
Georgian bay	2,425,263	2,941,136	1,132,833	1,169,965	532,576
Other Canadian ports	1,612,800	2,901,488	3,270,066	2,652,300	1,848,400
Buffalo	7,012,984	5,859,935	1,206,130	486,862	
Duluth and Superior to—					
Montreal	202,500	428,753	239,403	75,040	187,000
Georgian bay	330,000	86,066			
Other Canadian ports		77,600	109,000		
Buffalo	748,610	1,975,878	594,948	351,434	
Total	12,966,757	16,489,756	8,398,047	6,143,334	3,665,876

Canadian and American Canals.	September.	October.	November.	December.	Total.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to—					
Montreal	1,584,500	2,034,867	1,052,900	73,367	11,950,434
Georgian bay	681,764	6,307,332	6,807,900	1,949,400	23,948,169
Other Canadian ports	2,547,040	6,869,233	4,580,900	1,763,500	28,045,727
Buffalo	4,147,427	19,381,496	19,706,857	10,089,410	67,891,101
Duluth and Superior to—					
Montreal	433,500	504,455	204,500	.....	2,275,151
Georgian bay	.....	61,000	185,000	.....	662,066
Other Canadian ports	204,000	.....	.....	.....	390,600
Buffalo	100,700	525,000	.....	.....	4,296,570
Total	9,698,931	35,683,383	32,538,057	13,875,677	139,459,818

The movement of Canadian wheat, by months, in 1914, through (1) the Canadian canal, (2) the American canal, and (3) the total of both canals, is shown in the three following tables:—

Canadian Canal.	April.	May.	June.	July	August.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,070,000	2,006,733	1,329,067	1,235,334	474,933
" " Georgian bay	778,300	3,328,667	668,567	1,087,700	206,100
" " other Canadian ports	924,000	4,466,700	3,417,600	2,730,200	1,074,000
" " Buffalo	2,774,600	4,115,467	844,267	705,433	53,333
Duluth to Montreal	.....	.....	.....	107,000	.....
" " Georgian bay	355,833	2,098,067	326,000	117,000	.....
" " other Canadian ports	.....	.....	744,000	.....	.....
" " Buffalo	.....	.....	.....	.....	.....
Total	5,902,733	16,015,634	7,329,501	5,982,667	1,808,366

Canadian Canal.	September.	October.	November.	December.	Total.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,229,700	1,075,800	833,533	60,000	9,315,100
" " Georgian bay	990,967	2,533,166	6,494,166	2,604,500	18,692,133
" " other Canadian ports	5,711,666	8,006,000	3,218,200	965,634	30,514,000
" " Buffalo	1,858,400	1,876,800	1,798,400	224,000	14,250,700
Duluth to Montreal	.....	.....	.....	.....	107,000
" " Georgian bay	881,000	.....	.....	.....	3,777,900
" " other Canadian ports	.....	67,000	.....	.....	811,000
" " Buffalo	.....	.....	.....	.....	.....
Total	10,671,733	13,558,766	12,344,299	3,854,134	77,467,833

American Canal.	April.	May.	June.	July.	August.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	105,000	68,000			
" " Georgian bay		76,466	170,766	105,833	165,500
" " other Canadian ports		936,533			137,000
" " Buffalo	59,500	1,434,234		445,000	240,000
Duluth to Montreal		78,000			
" " Georgian bay					
" " other Canadian ports				128,100	48,867
" " Buffalo			41,567	393,400	
Total	164,500	2,593,233	212,333	1,072,333	591,367

American Canal.	September.	October.	November.	December.	Total.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal		136,500			389,500
" " Georgian bay	345,267	358,334	1,147,934	25,000	2,305,100
" " other Canadian ports	696,200	849,000			2,618,733
" " Buffalo	922,066	3,106,800	3,011,967	1,504,500	10,724,067
Duluth to Montreal	353,000	71,500	49,066		551,566
" " Georgian bay					
" " other Canadian ports	99,000	131,000			406,967
" " Buffalo		48,200	46,300	29,500	558,967
Total	2,415,533	4,701,334	4,255,267	1,559,000	17,564,900

Canadian and American Canals.	April.	May.	June.	July.	August.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,175,000	2,074,733	1,329,067	1,235,334	474,933
" " Georgian bay	778,300	3,405,133	839,334	1,193,533	371,600
" " other Canadian ports	924,000	5,403,233	3,417,600	2,730,200	1,211,000
" " Buffalo	2,834,100	5,549,700	844,266	1,150,433	293,334
Duluth to Montreal		78,000		107,000	
" " Georgian bay	355,833	2,098,067	326,000	117,000	
" " other Canadian ports			744,000	128,100	48,866
" " Buffalo			41,567	393,400	
Total	6,067,233	18,608,866	7,541,834	7,055,000	2,399,733

Canadian and American Canals.	September.	October.	November.	December.	Total.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,229,700	1,212,300	833,533	60,000	9,624,600
" " Georgian bay	1,335,567	2,891,500	7,642,100	2,629,500	21,086,567
" " other Canadian ports	6,407,866	8,855,000	3,218,200	965,634	33,132,733
" " Buffalo	2,780,467	4,983,600	4,810,367	1,728,500	24,974,767
Duluth to Montreal	353,000	71,500	49,066		658,566
" " Georgian bay	881,000				3,777,900
" " other Canadian ports	99,000	198,000			1,217,966
" " Buffalo		48,200	46,300	29,500	558,967
Total	13,086,600	18,260,100	16,599,566	5,413,134	95,032,066

It will be observed that there were wide fluctuations in the monthly shipments as between 1913 and 1914. In May, July, and September, 1914, the movement was larger than for the corresponding months of 1913; but in the three last months of 1914 the falling-off, as compared with 1913, was strikingly heavy. Altogether it amounted to 41,824,317 bushels. Another salient feature of this comparison is that, while nearly 60 per cent of the total shipments took place in 1913 during the three last months of the year, in 1914 only 42 per cent occurred during those months. This result may have been caused by a lower yield in the west, coupled with the influence of the war in Europe.

Perhaps more significant still was the change in the destination of cargoes. In 1913 a preponderance of the Canadian wheat moved found an outlet by way of Buffalo. In 1913 Canadian channels carried the bulk of the shipments. In such a result is seen the force of the chief factor in creating the diversion to Buffalo—pressure. When the movement is heavy, cargoes seek the shortest and quickest route to foreign markets.

FREIGHT RATES BY WATER.

The study of freight rates by water was continued in 1914; but it was limited in its application to Canadian wheat. The movement of wheat by water takes place wholly through channels which are connected by canals, and for that reason is brought under some measure of statistical control. A very considerable volume of other commodities is moved on the Great Lakes, rivers, and other bodies of inland water in Canada, without passing through one of these gateways. Pending legislation which would bring all carriers by water definitely under the control of the Department of Railways and Canals for statistical purposes, it was deemed inexpedient to continue the accumulation of only a part of the facts with respect to freight rates. Insufficient data, it was feared, might create misleading deductions.

The inquiry into the freight rates on waterborne wheat moved from the head of Lake Superior to points eastward in 1914 was carried out with a great deal of care. Although it was largely voluntary with carriers as to whether or not they gave their rates, there was not a single instance of refusal. This was probably due in some degree to the sympathetic attitude of the Dominion Marine Association toward the work of the Department in this connection. As a result of this hearty co-operation, the rates of freight were secured on practically all cargoes; so that the accuracy of the figures given may be accepted without question. They are, at all events, the only facts obtainable under present conditions. They emphasize, however, very strikingly the great need for other data in relation to the marine interests of the Dominion. Not until carriers by water are on the same reporting basis as railways will the situation be satisfactory.

In tables on preceding pages, the facts with regard to the volume of Canadian wheat moved over the various routes by months have been given. Having regard strictly to the freight rates, the averages for 1913 and 1914 were as follow:—

	1913.	1914.
Port Arthur—Fort William to Montreal—		
Per ton per mile	·142 cent.	·124 cent.
Per bushel	5·351 "	4·58 "
Per ton	$1·78	$1·52
Port Arthur—Fort William to Georgian Bay—		
Per ton per mile	·148 cent.	·095 cent.
Per bushel	2·279 "	1·46 "
Per ton	76·00 "	48·61 "

Port Arthur—Fort William to other Canadian ports—		
Per ton per mile	·104 cent.	·065 cent.
Per bushel	2·436 "	1·48 "
Per ton	81·21 "	49·29 "
Port Arthur—Fort William to Buffalo—		
Per ton per mile	·103 cent.	·061 cent.
Per bushel	2·430 "	1·63 "
Per ton	81·00 "	53·72 "
Port Arthur—Fort William to Kingston—		
Per ton per mile		·096 cent.
Per bushel		3·08 "
Per ton		$1.00

The average freight rates, it will be seen, were lower in 1914 than in 1913. A feature of the figures each year is the close correspondence between the rates to other Canadian ports—which practically means Port Colborne—and Georgian Bay ports, although the difference in distance is considerable. The distance between Fort William and Port McNichol, a typical Georgian Bay port, is 514 miles, while to Port Colborne it is 851 miles. The addition of 337 miles to the voyage is not reflected in the freight rate. Very frequently during the season of navigation the rates to these points are identical, and in that fact is to be seen the operation of a law which always must be taken into account in considering freight rates by water. Competition eliminates material differences in distance.

Following was the record of freight rates, by months and by routes of distribution, in 1913 and 1914:—

Port Arthur - Fort William to Montreal.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per per mile.
	Cents.	$	Cents.	Cents.	$	Cents.
April	6·015	2·04	·165	5·52	1·84	·149
May	5·525	1·84	·135	5·01	1·67	·136
June	4·682	1·54	·127	4·17	1·39	·113
July	4·080	1·60	·130	4·02	1·34	·107
August	5·440	1·68	·137	4·47	1·49	·121
September	5·282	1·76	·144	4·53	1·51	·123
October	6·313	2·10	·171	4·31	1·43	·116
November	6·341	2·11	·172	4·30	1·40	·114
Average	5·351	1·78	·142	4·58	1·52	·124

Port Arthur-Fort William to Georgian Bay.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·42	80·63	·157	1·82	60·72	·118
May	2·16	71·85	·135	1·45	48·66	·095
June	2·18	73·93	·142	1·11	37·02	·070
July	1·59	52·73	·102	·90	30·20	·058
August	1·43	47·81	·092	1·04	35·12	·068
September	1·53	51·26	·100	1·23	41·23	·080
October	2·21	73·95	·146	1·26	42·26	·082
November	2·46	82·30	·160	1·35	45·01	·087
December	3·35	$1·12	·220	2·20	73·37	·143
Average	2·28	76·03	·148	1·46	48·61	·095

Port Arthur-Fort William to other Canadian ports.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·599	86·63	·127	1·75	58·46	·075
May	2·200	73·35	·091	1·60	53·43	·067
June	1·755	58·53	·072	1·41	47·19	·064
July	2·371	90·36	·122	1·35	45·12	·056
August	1·928	64·27	·082	1·05	35·30	·060
September	1·969	65·63	·083	1·34	44·90	·060
October	2·767	92·23	·166	1·40	49·51	·062
November	2·780	92·69	·116	1·52	50·75	·071
December	3·081	$1·03	·146	2·24	72·22	·102
Average	2·436	84·25	·104	1·48	49·29	

Port Arthur-Fort William to Buffalo.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·739	91·30	·108	2·79	91·94	·105
May	2·442	81·40	·094	1·26	42·21	·048
June	1·954	65·13	·076	1·41	36·10	·041
July	2·289	76·30	·118	·82	27·52	·031
August	1·969	65·63	·090	2·10	70·00	·081
September	1·739	57·97	·066	1·11	37·20	·043
October	2·876	95·86	·122	1·59	53·11	·061
November	2·998	99·97	·114	1·46	49·25	·057
December	3·296	$1·09	·126	2·23	74·33	·086
Average	2·436	81·25	·104	1·63	53·72	·061

Port Arthur–Fort William to Kingston	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	$	Cents.	Cents.	$	Cents.
April						
May				4·06	1·32	·132
June				2·38	·71	·068
July				3·15	1·05	·101
August				2·72	·91	·088
September				2·92	·96	·092
October				3·37	1·11	·108
November				3·16	1·08	·104
December				3·75	1·25	·120
Average				3·08	1·00	·096

There is an aspect of the broad matter of freight rates on wheat which should not be overlooked. The ship owners do not receive all of the freight charges. Out of the rate certain payments have to be made. These payments on cargoes form Fort William to Montreal were officially ascertained to be as follows:—

Clearing house at Fort William	·01 to ·03	cent per bushel.
Trimmers at Fort William	·06	" "
Elevation at Montreal	·30	" "
Shovelling at Montreal	·20	" "
Total	·59	cent per bushel

To Port Colborne the average deductions would amount to ·44 per bushel, to Buffalo ·41, and to Georgian Bay Ports ·38.

MOVEMENT OF OTHER GRAIN.

Some attention was given in 1914 to the movement of Canadian grain other than wheat. The results for 1913 and 1914 were worked out, and they help to broaden the field of statistics in relation to waterborne traffic. The two chief items are oats and barley. The facts with respect to oats are as follow:—

Canadian Oats. Canadian Canal—Sault Ste. Marie. 1913.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal	706,412	2,124,235	1,160,353	1,144,588	782,353
" " " Georgian Bay	.....	1,213,235	679,823	40,000	999,235
" " " Other Canadian ports	54,294	1,309,883	447,529	75,471	1,181,706
" " " Buffalo	.....	566,176	.....	.....	.....
Duluth and Superior to Montreal	.....	77,000	.....	27,764	.....
" " " Georgian Bay	.....	.....	.....	.....	.....
" " " Other Canadian ports	.....	61,235	152,000	.....	.....
" " " Buffalo	.....	.....	.....	.....	.....
Total	760,706	5,351,764	2,439,705	1,287,823	2,963,294

	Oept.	Oct.	Nov.	Dec.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal	373,765	1,313,765	1,208,470	121,765	8,935,706
" " " Georgian Bay	10,000	2,020,823	1,538,706	2,292,176	8,793,998
" " " Other Canadian ports	384,588	333,588	310,000	238,000	4,335,059
" " " Buffalo	126,117	160,000	1,281,882	1,982,647	4,116,822
Duluth and Superior to Montreal	.....	.....	.....	.....	104,764
" " Georgian Bay	.....	.....	.....	.....	.....
" " Other Canadian ports	.....	.....	.....	.....	213,235
" " Buffalo	.....	.....	.....	.....	.....
Total	894,470	3,828,176	4,339,058	4,634,588	26,499,584

Canadian Oats. American Canal—Sault Ste. Marie. 1913.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal	117,000	170,184	65,000	123,500	
" " " Georgian Bay		440,001	572,827	485,312	10,000
" " " Other Canadian ports		133,236		584,000	116,000
" " " Buffalo	237,672	1,135,629	273,427	233,394	100,715
Duluth and Superior to Montreal			118,042		
" " Georgian Bay			154,000	157,000	
" " Other Canadian ports					
" " Buffalo		345,029	14,514		
Total	354,672	2,224,079	1,197,810	1,583,206	226,715

	Sept.	Oct.	Nov.	Dec.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal			103,000		578,684
" " " Georgian Bay	18,876	364,000	35,000		1,926,016
" " " Other Canadian ports	70,712	51,000			954,948
" " " Buffalo	150,468	2,592,908	5,125,051	2,241,286	12,090,550
Duluth and Superior to Montreal					118,042
" " Georgian Bay	212,000		101,000		624,000
" " Other Canadian ports					
" " Buffalo		272,000			631,543
Total	452,056	3,279,908	5,364,051	2,241,286	16,923,783

Canadian Oats. Canadian and American Canals. Sault Ste. Marie. 1913.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal	823,412	2,294,419	1,225,353	1,268,088	782,353
" " " Georgian Bay	.....	1,653,236	1,252,650	525,312	1,009,235
" " " Other Canadian ports	54,294	1,443,119	447,529	659,471	1,297,706
" " " Buffalo	237,672	1,701,805	273,427	233,394	100,715
Duluth and Superior to Montreal	.....	77,000	118,042	27,764	.....
" " Georgian Bay	.....	.....	154,000	157,000	.....
" " Other Canadian ports	.....	61,235	152,000	.....	.....
" " Buffalo	.....	345,029	14,514	.....	.....
Total	1,115,378	7,575,843	3,637,515	2,871,029	3,190,009

	Sept.	Oct.	Nov.	Dec.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to Montreal	373,765	1,313,765	1,311,470	121,765	9,514,390
" " " Georgian Bay	28,876	2,384,823	1,573,706	2,292,176	10,720,014
" " " Other Canadian ports	455,300	384,588	310,000	238,000	5,290,007
" " " Buffalo	276,585	2,752,908	6,406,933	4,223,933	16,207,372
Duluth and Superior to Montreal	.....	.....	.....	.....	222,806
" " Georgian Bay	212,000	.....	101,000	.....	624,000
" " Other Canadian ports	.....	.....	.....	.....	213,235
" " Buffalo	.....	272,000	.....	.....	631,543
Total	1,346,526	7,108,084	9,703,109	6,875,874	43,423,367

Canadian Oats. Canadian Canal. 1914.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,204,353	1,967,647	1,566,647	418,647	565,000
" Georgian Bay	417,000	2,082,412	1,506,235	117,529	135,000
" other Canadian ports		1,213,176	786,000	45,000	240,000
" Buffalo	183,823	324,765	105,588		
Duluth to Montreal			130,000		
" Georgian Bay			120,000		
" other Canadian ports			201,588		
" Buffalo					
Total	1,805,176	5,588,000	4,416,058	581,176	940,000

	Sept.	October.	Nov.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	715,647	1,641,059	544,235	30,000	8,653,235
" Georgian Bay	16,706	465,000	1,910,000	832,000	7,481,882
" other Canadian ports	353,000	851,353	532,706	271,000	4,292,235
" Buffalo		291,707			905,883
Duluth to Montreal					130,000
" Georgian Bay					120,000
" other Canadian ports					201,588
" Buffalo					
Total	1,085,353	3,249,119	2,986,941	1,133,000	21,784,823

Canadian Oats. — American Canal. 1914.	April	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal			112,941		122,353
" Georgian Bay	315,294	196,706	155,647		39,529
" other Canadian ports		317,882			
" Buffalo	1,460,000	298,353	9,176		1,352
Duluth to Montreal			218,530		
" Georgian Bay					
" other Canadian ports			164,000		
" Buffalo				133,882	
Total	1,775,294	812,941	660,294	133,882	163,234

	Sept.	October.	Nov.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal					235,294
" Georgian Bay		97,353	20,529		825,058
" other Canadian ports					317,882
" Buffalo	3,059	666,882	98,882	23,528	2,561,232
Duluth to Montreal					218,530
" Georgian Bay					
" other Canadian ports					164,000
" Buffalo					133,882
Total	3,059	764,235	119,411	23,528	4,455,878

Canadian Oats. Canadian and American Canals. 1914.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,204,353	1,967,647	1,679,588	418,647	687,353
" Georgian Bay	732,294	2,279,118	1,661,882	117,529	174,529
" other Canadian ports		1,531,058	786,000	45,000	240,000
" Buffalo	1,643,823	623,118	114,764		1,352
Duluth to Montreal			348,530		
" Georgian Bay			120,000		
" other Canadian ports			365,588		
" Buffalo				133,882	
Total	3,580,470	6,400,941	5,076,352	715,058	1,103,234

	Sept.	October.	Nov.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	715,647	1,641,059	544,235	30,000	8,888,529
" Georgian Bay	16,706	562,353	1,930,529	832,000	8,306,940
" other Canadian ports	353,000	851,353	532,706	271,000	4,610,117
" Buffalo	3,059	958,589	98,882	23,528	3,467,115
Duluth to Montreal					348,530
" Georgian Bay					120,000
" other Canadian ports					365,588
" Buffalo					133,882
Total	1,088,412	4,013,354	3,106,352	1,156,528	26,240,701

Of barley, 5,284,350 bushels came down in 1914, as compared with 11,516,844 bushels in 1913. Of flax seed, the volume shipped eastward in 1914 was 7,175,977 bushels, as against 21,281,723 in 1913. These figures relate to both the Canadian and American canals at Sault Ste. Marie.

A large volume of grain passed through the government elevator at Port Colborne during the year 1914. Port Colborne is a point of transfer. Large vessels, which cannot pass through the Welland canal, discharge their cargoes at the elevator and smaller vessels also make use of the transfer facilities at that point. The volume of American and Canadian grain handled during the season is given, by months, in the following statement:—

Statement of grain loaded at Government elevator at Port Colborne for Montreal during season of navigation 1914:—

Months.	Canadian Grain.				American Grain.				Canadian and American.
	Wheat.	Oats.	Barley.	Flax.	Wheat.	Oats.	Barley.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
April	94,241								94,241
May	4,112,960	666,614	322,970		371,916			29,033	5,503,433
June	2,335,770	1,386,716	247,394		897,057			29,179	4,896,116
July	2,525,900	329,669	65,000		1,862,831		261,500		5,044,900
August	421,060	20,000			4,457,000				4,898,000
September	2,975,433	104,260	39,564	34,564	2,876,127	88,438		20,000	6,138,386
October	5,047,174	346,360	218,194	47,951	1,076,741			36,427	6,772,847
November	1,735,251	154,816	17,250	49,956	167,976		67,900		2,193,149
December	138,776							81,131	219,907
Totals	19,386,445	3,008,435	910,372	132,472	11,709,648	88,438	329,400	195,770	35,760,979

INSURANCE RATES.

There were no material changes in the rates of marine insurance applicable to the Great Lakes during 1914. The official schedule was as follows:—

	First Class.	Second Class.
To Lake Erie and Georgian Bay Ports—		
April 15, a.m., to April 30, p.m.	$ 0 45	$ 0 60
May 1, a.m., to August 31, p.m.	0 30	0 40
September 1, a.m., to November 30, midnight	0 45	0 65
To Port Huron, Point Edward, Goderich, Sarnia and Detroit—		
April 1, a.m., to April 30, p.m.	0 40	0 55
May 1, a.m., to August 31, p.m.	0 25	0 35
September 1, a.m., to November 30, midnight	0 40	0 60
To Kingston and Lake Ontario Ports, including Ogdensburg and Prescott—		
April 1, a.m., to April 30, p.m.	0 65	0 75
May 1, a.m., to August 31, p.m.	0 45	0 55
September 1, a.m., to November 30, midnight	0 60	1 00
To Montreal direct without Transhipment—		
April 20, a.m., to October 31, p.m.	0 60	1 10
November 1, a.m., to November 30, p.m.	0 70	1 25
To Montreal via Kingston, Prescott and Ogdensburg and Transhipped—		
If transhipped at Kingston, Ogdensburg, or Prescott, and forwarded thence to Montreal, approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.		
From Lake Superior Ports to Lake Michigan Ports—		
Charge Lake Erie Ports' rates.		
From Lake Michigan Ports to Lake Michigan Ports—		
Charge 50 per cent of Lake Erie Ports' rates.		
From Port Colborne to Montreal—		
Sailing April 15, a.m., to August 31, midnight	0 30	0 40
For through rates add the rate to lake Erie to the above. If transhipped again at Kingston, tariff charges apply.		

GENERAL STATISTICS.

The following tables of general statistics will afford further information with regard to the canals of Canada:—

STATEMENT of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902 526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699,784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1911	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353
1912	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245
1913	2,212,928	6,286,637	967,712	1,478,263	2,694,527	33,630,484	1,906,947	2,876,415	7,782,114	44,271,799	52,053,913
1914	1,474,124	6,381,242	999,256	618,275	1,491,563	21,610,033	1,264,343	3,184,401	5,229,286	31,793,951	37,023,237

*Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years.

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States. to Canadian Ports.		Tons.		Total. Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,685	6,328,911	28,833
1908	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,597,975	4,343,815	8,931,790	25,337
1911	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371
1913	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041	28,654
1914	4,891,369	4,976,317	764,317	124,505	4,687	2,109	385,433	902,119	6,045,806	6,005,050	12,050,856	26,125

Statement of the Tonnage of Canadian and United States Vessels for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895	8,838	24,768	139,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898	12,142	9,541	133,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905	19,743	19,444	364,985	81,876	2,350,494	1,701,704	1,101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909	263,592	109,407	442,176	200,202	4,178,378	10,429,614	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910	119,222	50,498	429,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370
1912	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785
1913	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788	10,739
1914	39,246	31,535	563,517	373,829	3,292,736	10,259,835	268,800	806,916	4,164,299	11,472,115	15,636,414	7,742

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages	Days Open.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626	.....	.....	595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	.....	.....	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	.....	.....	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	.....	.....	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	.....	.....	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	.....	.....	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	.....	.....	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	.....	.....	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	.....	.....	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	.....	.....	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	.....	.....	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	.....	.....	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,349	12,115,969	.....	.....	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	5,977	17,301,162	3,609,747	23,989,437	27,599,184	4,712	239	

SESSIONAL PAPER No. 20a

CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1914. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follow:—

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,297,179 48	7,242,804 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,173,882 04	13,763,414 89
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,130 84	4,167,454 21
Sault Ste. Marie	4,994,372 51		4,994,372 51
Soulanges	7,777,675 02		7,777,675 02
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	13,611,034 95		13,611,034 95
Welland	7,693,824 03	21,749,473 88	29,443,297 91
Williamsburg — Farran's Point		877,090 57	
Williamsburg — Galops		6,121,213 70	
Williamsburg — Rapide Plat		2,158,242 00	10,491,098 07
Williamsburg — Williamsburg	1,320,655 54	13,896 26	
St. Andrew's Lock	1,533,750 57		1,533,759 57
Total	50,931,524 78	56,554,791 26	107,486,316 04

The cost of maintenance for the fiscal year 1914 was $1,753,897.51.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1914.

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, peas, rye, and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-three years is as follows:—

	Quantity passed down to Montreal.	To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	*560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	304,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195
1913	1,265,368	63,806	122,069
1914	1,836,456	90,910	70,186

During the last decade the quantity of agricultural products, as above passed down the Welland and St. Lawrence canals to Montreal has increased from 341,431 tons in 1905 to 1,836,456 tons in 1914, and the quantity passed down the Welland canal from United States ports to United States has decreased from 129,270 to 70,186 tons the same years.

The quantity of barley, buckwheat, corn, oats, peas, rye, and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426,163
1910	280,705
1911	241,134
1912	462,444
1913	268,388
1914	689,969

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was:—

Year.	Tons.
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187
1913	1,265,376
1914	1,836,456

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence canals to Montreal is as follows:—

	Tons.
For 1913	1,265,376
1914	1,836,456
Showing an increase of	571,080

The quantity of grain and peas carried to Montreal via Canadian Pacific and Grand Trunk railways is reported as follows:—

	Tons.
For 1913	268,388
1914	689,969
Showing an increase of	421,581

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Canadian vessels there were,

——	Tons.
1900, 325 cargoes, with an aggregate quantity of	183,200
1901, 112 " "	132,558
1902, 131 " "	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, 504 " "	796,858
1913, 687 " "	1,128,324
1914, 911 " "	1,004,236

In the United States vessels there were,

——	Tons.
1900, 259 cargoes, with an aggregate quantity of	163,575
1901, 135 " "	123,229
1902, 135 " "	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916
1912, 154 " "	330,058
1913, 253 " "	322,919
1914, 178 " "	219,462

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1809 and the four previous years was as follows:—

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	30,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1914 was 3,860,969 tons; of this quantity 135,870 tons was way or local freight.

There were 3,004,920 tons of freight passed eastward, and 856,049 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1914 was 3,725,099 tons.

Of this quantity 2,936,740 tons were eastbound and 788,359 westbound freight.

Of the eastbound through freight, Canadian vessels carried 2,426,846 tons and United States vessels carried 509,794 tons; and of the westbound through freight, Canadian vessels carried 451,449 tons and United States vessels carried 336,910 tons, or a total of 2,936,740 tons for Canadian, and 788,359 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1914 was 4,391,493 tons; of this quantity, 3,405,539 tons passed eastward and 985,954 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight was 3,692,919 tons; of this quantity 3,067,497 tons were eastbound and 625,422 tons were westbound.

Way Freight.

Of the total quantity of (way) or local freight, 338,045 tons were eastbound and 360,529 tons westbound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC

The total quantity of through freight passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

Year.	Eastward to Montreal.	Westward from Montreal.
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,293,638	233,335
1912	1,559,963	236,979
1913	1,710,219	333,592
1914	2,052,900	360,645

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355
1912	180,319	235,437	415,756
1913	204,597	320,736	525,333
1914	170,624	338,455	509,079

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 16,254 tons, as compared with the previous year; and an increase of 190,550 tons as compared with 1900.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1914, inclusive:—

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	233,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355
1912	2,905	2,851,915	415,756
1913	3,229	3,570,714	525,333
1914	3,692	3,860,969	509,079

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1914 is as follows:—

———	Farm Stock.	Forest Produce of Wood.	Manufactures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	217	40,956	487,789	13,270,885	3,799,337	27,599,184
Welland	275	360,434	361,174	1,022,708	2,116,378	3,860,969
St. Lawrence	6,905	668,775	297,269	1,398,509	2,020,035	4,391,493
Chambly	211	293,242	11,111	123,093	9,248	436,905
St. Peter's	1,543	3,126	4,117	33,549	11,845	54,180
Murray	.....	430	21,605	61,723	149	83,907
Ottawa	3,183	171,440	18,663	138,814	3,032	335,132
Rideau	3,010	15,041	13,466	118,195	2,027	151,739
Trent	336	62,473	3,043	1,068	795	67,715
St. Andrew's	1	6,050	288	35,652	22	42,013

The total quantity of freight moved on the Welland canal was 3,860,969 tons, of which 2,116,378 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 4,391,493 tons, of which 2,020,035 were agricultural products, and 297,269 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 335,132 tons; of this quantity, 171,440 tons were the produce of the forest.

The United States canal was open to navigation during the season of—

1889	234 days.	1902	256 days.
1890	228 "	1903	249 "
1891	225 "	1904	223 "
1892	233 "	1905	245 "
1893	219 "	1906	249 "
1894	234 "	1907	233 "
1895	231 "	1908	231 "
1896	232 "	1909	236 "
1897	234 "	1910	224 "
1898	241 "	1911	237 "
1899	231 "	1912	237 "
1900	238 "	1913	245 "
1901	230 "	1914	242 "

The Canadian canal was open to navigation during the season of—

1895	87 days.	1905	255 days.
1896	218 "	1906	253 "
1897	238 "	1907	238 "
1898	243 "	1908	235 "
1899	239 "	1909	240 "
1900	238 "	1910	248 "
1901	246 "	1911	236 "
1902	264 "	1912	240 "
1903	256 "	1913	246 "
1904	241 "	1914	239 "

The average number of vessels passing per day through the two canals for the season 1914 was 78.

COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls Canals and the Canadian Sault Ste. Marie Canal for the Seasons of 1913 and 1914.

		Traffic for 1914.		Total Traffic for		Increase.	Decrease.
		United States. Canal.	Canadian Canal.	Season of 1914.	Season of 1913.	Amount.	Amount.
Vessels	Passages	12,639	5,977	18,616	23,884		5,268
Lockages	Number	8,790	4,712	13,502	16,867	3,365	
Tonnage registered	Net tons	24,690,381	17,301,162	41,991,543	58,037,060		16,046,517
Tonnage freight	"	27,771,467	27,599,184	55,370,651	79,721,525		24,350,874
Passengers	Number	29,972	30,446	60,418	76,918		16,500
Coal hard	Net tons	1,906,418	342,210	2,248,628	2,673,673		425,045
Coal soft	"	10,240,259	1,996,434	12,236,693	15,951,885		3,715,192
Flour	Barrels	7,511,543	2,205,810	9,717,353	10,203,462		486,109
Wheat	Bushels	52,190,614	98,067,167	150,257,781	204,446,661		54,188,880
Grain, excluding wheat	"	36,044,479	32,165,065	68,209,544	113,632,293		55,422,749
Manufactured and pig iron	Net tons	14,179	108,481	112,660	431,777		319,117
Salt	Barrels	676,892	101,409	778,301	735,376	42,925	
Copper	Net tons	88,877	2,887	91,764	106,994		15,230
Iron ore	"	10,516,927	20,913,764	31,430,691	48,091,821		16,661,130
Lumber, ft. B.M		439,019,000	20,596,200	459,615,200	600,066,000		141,450,800
Silver ore	Net tons						
Building stone					481		481
Unclassified freight	"	867,130	392,256	1,259,386	1,748,486		489,100

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-four years, ended December 31, 1914.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	7,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

*Apples, meal of all kinds, peas, potatoes.

C.—Table showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-four years, ended December 31, 1914—*Concluded.*

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other	Total Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,082	15,439	108,917	11,433	6,112	4,175	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,410	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,418	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,751	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491
1912	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776
1913	11,967	20,258	114,662	.....	7,407	.....	8,685	162,979	.....	505	18,387	237,230	5,202	261,324
1914	8,580	32,657	85,700	.....	5,210	.....	10,278	142,425	.....	.....	25,258	236,976	6,341	268,575

*Apples, meal all kinds, pease, potatoes.

A.—TABLE showing the total tonnage of the undermentioned articles moved Up December

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582	.....	13,183
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911	57,061	562,282	273,932	15,029	163,333	112	11,360
1912	45,807	795,989	121,333	25,241	185,546	714	14,626
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640
1914	87,701	1,599,909	112,133	89,622	225,668	10,220	10,318

* Fiscal. † Apples, meal of all kinds, peas, potatoes.

and Down, through the Welland canal, during a period of forty-four years, ended 31, 1914.

Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrenc canals.	Coal.	Ores.	Total.
Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,249
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693
1,509,616	.....	96,245	28,396	.....	945,790	78,776	1,149,207
2,135,571	.....	34,037	35,060	.....	949,306	14,151	1,032,554

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned articles cleared downward on the Welland canal during a series of forty-three years, ended December 31, 1914.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	488,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1980	12,467	240,601	162,891	.....	477	.....	1,417	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33 423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702
1912	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616
1914	87,701	1,599,909	112,333	89,622	225,668	10,220	10,318	2,135,571

*Fiscal. †Apples, meal all kinds, potatoes.

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D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels entering the canal at Port Colborne, during the Season of Navigation in 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913 and 1914.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Pease		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Miscellaneous merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, etc				54						54
Sawed lumber.....Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square lumber.....Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood.....Cords				210		9				219
Staves.....No.				641,000						641,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		116,794		33,302		14,269				164,365
Corn		12,768		7,814		95,862				116,444
Barley		2,619		824		23,728				27,171
Oats						16,261				16,261
Pease						3				3
Rye		1,925		7,187		17,133		7,668		33,913
Coal		34,907				1,925				36,832
Miscellaneous merchandise		29,567				60,548				90,115
Shingles, woodenware, etc										
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9,572,655		58,259,389
Square timber.....Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood.....Cords						717				717
Staves.....No.		634,000								634,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Pease						76				76
Rye						1,171				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, etc				2,748,941		2,325				2,325
Sawed lumber.....Ft. B.M.		2,867,147				38,290,831		12,479,689		54,589,200
Square timber.....Cub. ft.		355,000		951,524						538,000
Firewood.....Cords				183,000		900				900

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Pease						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, etc.		16		37		851				904
Sawed lumber.....Ft. B.M.		3,471,514		235,624		25,711,196		10,789,755		40,188,089
Square timber.....Cub. ft.		375,000		200,000						575,000
Firewood.....Cords		110		18		1,093				1,221
Staves.....No.						300,000				300,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	806,116
1907.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Coal		31,506		57,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, etc.						2,222				2,222
Sawed lumber.....Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber.....Cub. ft.		558,090		323,000						881,090
Firewood.....Cords						660				660
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		505,151		39,001		183,011		3,498		730,751
Corn		2,405				124,997				127,402
Barley		19,775		1,133		10,264				31,172
Oats		30,091		643		2,689				33,423
Pease						40				40
Rye		742				5,925				6,667
Coal		33,733		42,656		57,448		8,344		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood.....Cords				70		1,173				1,243
Sawed lumber.....Ft. B.M.						17,572,070		6,578,545		24,150,615
Square timber.....Cub. ft.		221,300		313,000						534,300

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D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	415,208		34,903		133,172				583,283	
Corn	6,694				134,208				140,902	
Barley	17,943		360		4,848				23,151	
Oats	70,392		4,743						75,135	
Pease					63				63	
Rye	33								33	
Coal	160,475		53,681		21,097		630		235,883	
Merchandise	52,994		14,732		12,232		16,498		96,506	
Sawed lumber					31,643		10,214		41,857	
Square timber	3,450		7,840		125		1,475		12,890	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1001	987,646
1910.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	481,624		22,200		77,040				580,864	
Corn	15,759				214,221				229,980	
Barley	17,159		576		3,840				21,575	
Oats	135,743				490				136,233	
Pease					123				123	
Rye										
Coal	216,679		114,671		29,646		894		361,990	
Merchandise	39,149		15,231		21,818		20,466		96,664	
Sawed lumber	3,630		800		16,932				21,362	
Square timber	1,930		5,000		800				7,730	
Shingles					525				525	
Unenumerated	74,434		1,772		24,031				100,237	
Total	986,207		160,250		389,466		21,360		1,557,283	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	483,984		24,826		49,330				558,140	
Corn	29,978		11,368		232,586				273,932	
Barley	14,382		240						14,622	
Oats	162,455		878						163,333	
Pease										
Rye	112								112	
Coal	230,809		79,311		40,109		22,489		372,718	
Merchandise	45,838		19,325		45,881		34,449		145,493	
Sawed lumber	300				25,361		9,020		34,681	
Square timber	3,260		4,500		2,277				10,037	
Shingles					60				60	
Unenumerated	95,017				14,386				109,403	
Total	1,066,135		140,448		409,990		65,958		1,682,513	

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Concluded.*

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
1912.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	603,854		78,794		111,284		.....		793,932	
Corn	536		2,181		118,616		.....		121,333	
Barley	22,022		353		2,866		.....		25,241	
Oats	170,446		3,269		11,831		.....		185,546	
Pease	.....		.....		150		.....		150	
Rye	.....		.....		714		.....		714	
Coal	331,536		44,212		154,653		3,800		534,201	
Merchandise	48,659		17,602		47,836		32,340		146,437	
Sawed lumber	.....		.....		22,689		15,361		38,050	
Square timber	9,000		8,660		1,409		.....		19,069	
Shingles	.....		.....		250		.....		250	
Unenumerated	73,387		1,186		69,367		.....		143,940	
Total	1,259,440		156,257		541,665		51,501		2,088,863	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1043	1,081,973	148	104,194	375	386,284	28	18,908	1594	1,590,459
1913.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	761,418		87,153		154,768		.....		1,003,339	
Corn	1,549		.....		142,805		.....		144,354	
Barley	82,241		2,448		12,200		.....		96,889	
Oats	188,442		1,937		9,415		.....		199,794	
Pease	.....		.....		.....		.....		.....	
Rye	3,136		.....		3,731		.....		6,867	
Coal	498,269		59,145		107,946		1,735		667,095	
Merchandise	59,375		18,701		28,825		21,008		127,909	
Sawed lumber	1,500		.....		19,200		3,736		24,436	
Square timber	4,636		4,004		1,040		.....		9,680	
Shingles	.....		.....		.....		.....		.....	
Unenumerated	183,957		9,059		76,613		3,550		273,179	
Total	1,784,523		182,447		556,543		30,029		2,553,531	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1301	1,345,319	154	93,099	357	353,547	25	7,279	1837	1,799,244
1914.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	1,268,410		101,833		189,666		.....		1,559,909	
Corn	4,973		1,422		105,738		.....		112,133	
Barley	80,488		4,423		4,711		.....		89,622	
Oats	210,795		3,699		10,982		.....		225,476	
Pease	.....		.....		.....		.....		.....	
Rye	1,114		.....		9,106		.....		10,220	
Coal	531,240		32,288		132,215		901		696,544	
Merchandise	61,135		16,751		14,987		.....		92,873	
Sawed lumber	450		.....		17,285		1,670		19,405	
Square timber	4,846		.....		1,397		.....		6,243	
Shingles	175		.....		.....		.....		175	
Unenumerated	102,804		.....		20,936		400		124,140	
Total	2,266,430		160,416		507,023		2,871		2,936,740	

SESSIONAL PAPER No. 20a

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WESTBOUND FREIGHT.

The total quantity of Through Freight passed up the Welland canal in Canadian and United States vessels during the Season of Navigation in 1914 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	444,621	
" sail vessels	6,828	
Total quantity in Canadian vessels		451,449
In United States steam vessels	336,910	
" sail vessels		
Total in United States vessels		336,910
Grand total freight passed up the Welland canal in Canadian and United States vessels		788,359

STATEMENT of the Quantity of Through Freight passing up and down the Welland canal during the Season of Navigation in 1914.

Summary.	Tons.	Tons.
In Canadian steam vessels up	444,621	
" " down	2,266,430	
Total in Canadian steam vessels		2,711,051
In Canadian sail vessels up	6,828	
" " down	160,416	
Total in Canadian sail vessels		167,244
Total quantity in Canadian vessels		2,878,295
In United States steam vessels up	336,910	
" " down	507,023	
Total in United States steam vessels		843,933
In United States sail vessels up		
" " down	2,871	
Total in United States sail vessels		2,871
Total quantity in United States vessels		846,804
Total in Canadian and United States vessels		3,725,099
	Down or East bound.	Up or West bound.
In Canadian vessels	2,426,846	451,449
In United States vessels	509,894	336,910
Total	2,936,740	788,359

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1902 to 1914.

Articles.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Cement and water lime			35					5,652	484			270	
Clay, lime and sand				22									
Iron, railway	50		8,170	10									
" pig										1,901		93	430
" all other	5,785	2,542	1,651	384	269	124	553	12,689	7,154	34,540	28,996	5,402	150
Steel			16	48									
Stone, for cutting													
Apples			1			9,936							
Barley		2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572	60,854	56,784
Corn	1,719	123,864	55,021	84,204	55,559		10,454	17,137	77,612	134,239	7,345	9,344	6,031
Flaxseed		3,643	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548	4,285
Flour	6,755	16,151	24,662	14,574	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152	60,723
Meal, all kinds		348	57	270	60		156		10,323	3,967			
Oats	1,442	2,438		21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733	97,361
Oil cake		462	7,846	9,229									
Pease		63						30		20	10		
Rye	4,079	4,260		1,711	1,405	2,266	6,662	120			714	4,567	9,385
Salt		132	615	168	75	143	419				931	686	100
Seed, all kinds						20							
Hay, pressed													
Tobacco, raw													
Wheat	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851	1,184,645
All other agricultural products, vegetables								5,876					308
Hides, skins, horns and hoofs			10		2								
Horses													
Lard and lard oil				2,847	4,810								
Meats, all kinds											41		
Pork							524						
Tallow		3		53									
All other agricultural products, animal			1					366					
Total, class 3	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500	1,420,202

Class 4.													
Agricultural implement	13	58	17										
Ashes		2	16										
Bricks							1,548						
Crockery				93									
Furniture		3	6		6				2			36	
Glass, all kinds		15	3	21	11	4							
Molasses	54	240		820									
Nails		19		64			3						
Oil	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930	52,871	67,576	48,401
Paint		5											
Pitch and tar				53		101							
Rags		4											
Resin		20											
Soda ash				72	72	15							
Sugar				2,019				173	345	1,177	3,475	898	2,812
Tin			87	53									
Tobacco				204									
White lead													
Whisky, beer and other spirits		2	766	635	614	1,244	1,056	525	959	581	1,739	1,298	447
Merchandise not enumerated	419	582	713	851	466	2,294	2,126	10,418	9,224	11,254	13,601	4,270	719
Total, class 4	12,577	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942	71,686	74,078	52,379
Class 5.													
Barrels, empty	15												
Hoops													
Sawed lumber	1,085			3,957	100					300			175
Staves, pipe and barrel			394		2,400								
Staves, West India and pipe													
Timber, sq. in vessels			1,544	1,260	1,500	4,180							
Timber, sq., in rafts								900	1,800	1,360	5,560	3,444	12,907
Woodenware	17												
Total, class 5	1,117		1,938	5,217	4,000	4,180		900	1,800	1,660	5,560	3,444	13,082
Special class.													
Coal				29,351	29,172	70,489	42,075	175,115	289,567	298,873	424,988	563,197	567,237
Iron ore	15,976		17,362	3,837				1,824			12,467		
Stones, all kinds							1,272						
Total, special class	15,976		17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873	437,455	363,197	567,237
Grand total	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,139	1,293,633	1,559,963	1,710,219	2,052,900

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912, 1913 and 1914.

Articles.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.	1914.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks	22	80	115	132	.....	556	.....	.....	.....	.....	.....	.....
Brimstone	20	23	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cement and water lime	178	3,924	39	181	88	13	400	17,565	8,625	40,074	36,890	18,000
Clay, lime and sand	1	181	.....	.....	.....	100	.....	.....	.....	.....	.....	.....
Cotton, raw	.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fish	.....	8	4	.....	.....	39	.....	.....	.....	.....	.....	.....
Gypsum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	11,735	39,641	283	126	7,289	4,119	.....	.....	.....	.....	.....	.....
" pig	558	273	.....	312	680	7,655	7,231	2,060	2,300	2,598	675	7,268
" all other	2,904	5,845	3,782	3,633	8,235	6,987	.....	540	.....	.....	.....	.....
Salt	4	87	99	150	17	.....	.....	.....	.....	.....	.....	.....
Steel	11	332	58	192	111	2,561	35,153	.....	22,352	66,544	49,692	10,602
Stone for cutting	.....	.....	41	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour	.....	.....	.....	18	.....	.....	.....	.....	.....	.....	.....	.....
Hay	.....	.....	.....	.....	.....	30	255	.....	.....	.....	.....	.....
Meals	.....	17	25	.....	.....	.....	.....	1,113	.....	.....	.....	.....
Oats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds	58	325	164	35	17	.....	.....	.....	.....	.....	.....	.....
Tobacco, raw	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products, not enumerated, vegetable	1	.....	.....	127	.....	.....	.....	.....	.....	.....	.....	.....
Hides and skins	16	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	11	.....	.....	28	20	1	.....	.....	.....	.....	.....	.....
Meats, other than pork	.....	1	25	.....	.....	15	.....	.....	.....	.....	.....	.....
Pork	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....	.....	.....	.....	150	150	25	164
All other articles not enumerated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 3	15,520	50,768	4,647	4,934	16,457	22,076	43,039	21,278	34,427	109,366	87,282	36,034

Class 4.												
Agricultural implements					5							
Ashes, pot and pearl		2										
Crockery and earthenware		32	291	155	294	456						
Dye woods, etc			2			2						
Furniture		1	5	2	1	35		90				
Glass, all kinds	1,384	1,207	1,671	1,641	2,519	3,634						
Manilla			24	93	37	15						D
Marble					35							
Molasses		6		1		50						
Nails	1,292	2,878	1,009	3,061	4,011	3,331						
Oil, in barrels	14	16	1,418	120	148	155	1	80	667	15	100	
Paint	97	158	202	367	412	295						
Pitch and tar	27	58	198	5	239							
Rags	1	29		15		50						
Resin		1				25						
Soda ash	201	264	387	28	310	37						
Stone, wrought				1		5						
Sugar	1,314	204	52	1,168	1,153	6,046	40	3,024		1,275	510	7,819
Tin	506	209	362	928	1,365	1,173						
Turpentine	2	1				1						
White Lead	37	80	82	80	304	283						
Whiting	61	22	33	158	93	18						
Whisky, beer, etc	182	452	432	384	483	1,040	220	1,187	163	867	1,492	4,390
Merchandise not enumerated	1,049	3,674	6,200	15,360	11,707	16,498	21,359	15,129	12,090	12,353	17,878	49,969
Total, class 4	6,169	9,294	13,379	23,566	23,116	33,049	21,620	19,510	12,920	14,509	19,980	62,178
Class 5.												
Barrels, empty					54,906							
Firewood, in vessels	3,600	40,026	40,435	43,982	2,307	2,337						
Pulpwood						101,989	122,867	121,572	182,682	113,104	225,928	262,433
Lumber, sawn, in vessels							3,984		3,306		402	
Railway ties in vessels		611										
Woodenware					5							
Total, class 5	3,600	40,637	40,425	43,982	57,218	104,326	126,851	121,572	185,988	113,104	226,330	262,433
Special Class.												
Coal			10,200									
Iron ore			2,861									
Total, special class			13,961									
Grand total	25,289	100,699	71,512	72,482	96,791	159,451	191,510	172,360	233,335	236,729	333,592	360,645

H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal from United States Ports to United States Ports, during the Seasons of Navigation from 1902 to 1914, inclusive.

Articles.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks													
Cement and water lime									2,000			11,060	
Fish						20				91			
Iron, railway													
" all other	30			1	27	30				1,863	300	505	
Salt												238	
Steel					2	509	9,086						
Stone for cutting													
Apples													
Barley	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160		
Corn	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705	91,254	114,662	85,700
Flour	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967	8,580
Hay, pressed				200									
Meal, all kinds	12,675	13,456	13,076	9,606	10,668	21,976	21,353		9,621	7,565	12,569	8,685	10,278
Marble				87									
Nails				1									
Oil cake	110	740	16,497	228		114							
Oats	10,006	6,112	3	10,892	11,323	4,741	2,070				1,400	7,407	5,219
Pease		22		76	11	25	40	63	123		150		
Potatoes													
Rye		4,174				2	2						
Flax seed		1,594			756			15,452					
Seeds, all kinds	10	27		43	3	17							
Tobacco													
Wheat	32,639	15,436	14,269	15,483	13,410	21,802	24,651	17,940	10,717	4,950	15,911	20,258	32,657
Agricultural products, vegetable		1			1	7		22,620		19	37		
Hides and skins, etc							21	315	233				
Horses		2											
Lard and lard oil, etc	2,413				22	86							
Meats, other than pork													
Pork	632	152	379	273	268	429							
Sheep							190						
Tallow													
Wool	752	482	134	21	89	30		157	233	9			
Total, class 3	146,581	168,720	130,301	163,301	196,301	196,061	182,085	161,738	164,654	134,054	133,659	184,782	142,425

Class 4.													
Agricultural implem'ts	399	.....	396	552	494	.....	2	254	.....	.....	.....	.....	.....
Crokcery and earthenware	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....
Furniture	17	.....	.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....
Marble	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nails	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....
Oil, in barrel	1,594	2,000	1	.....	.....	8	15	.....	8	45	2	1,119	83
Paint	.....	.....	17	42	1	1	1	.....	.....	.....	.....	.....	.....
Rags	.....	4	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soda ash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, wrought	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	280	.....	53	53	840	26,075	.....	1,196	.....	26,303	11,078	18,419	24,858
White lead	.....	.....	.....	7	.....	4	.....	.....	.....	.....	.....	.....	.....
Whiting	.....	.....	.....	.....	.....	21	.....	.....	.....	.....	.....	.....	.....
Whisky, beer and all other spirits	.....	3	.....	.....	.....	30	.....	.....	122	230	137	109	236
Merchandise	1,928	2,010	1,554	2,008	2,324	41,621	1,839	5,866	67,860	64,059	67,481	70,255	79,649
Total, class 4	4,218	4,017	2,021	2,666	3,660	67,768	1,857	7,316	67,890	90,639	78,698	89,632	104,826
Class 5.													
Empty barrels	.....	.....	.....	3	2	1	.....	.....	.....	.....	.....	.....	.....
Firewood, in vessels	4	.....	717	2,700	3,609	1,980	3,509	.....	1,531	2,046	2,394	.....	.....
Lumber, sawn, in vessels	72,806	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191	26,614	14,937	16,424
Masts and spars, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hop poles	.....	.....	154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway ties, in vessels	.....	.....	652	2,248	.....	2,151	478	.....	.....	.....	.....	.....	.....
Shingles	.....	.....	.....	62	53	70	.....	.....	.....	.....	.....	.....	.....
Split posts	.....	.....	.....	12	.....	.....	.....	.....	25	.....	.....	.....	.....
Staves, salt barrels	.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....	.....	.....	.....
Timber, square, in vessels	.....	.....	.....	.....	.....	.....	.....	125	.....	.....	723	.....	437
Woodenware, etc	.....	.....	.....	.....	.....	.....	.....	2,932	1,583	.....	2,270	3,550	1,650
Total, class 5	72,810	48,337	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237	32,001	18,487	18,511
Special class.													
Coal	501	.....	1,100	3,346	4,400	110,347	.....	400	201,893	223,942	166,419	237,230	236,976
Stone, not suitable for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kryolite	.....	.....	.....	.....	.....	2,734	.....	.....	.....	.....	.....	.....	.....
Iron ore	.....	.....	.....	.....	.....	1,316	.....	.....	1,552	4,483	4,979	5,202	6,341
Total, special class	501	.....	1,100	3,346	4,400	114,397	.....	400	203,445	228,425	171,398	242,432	243,317
Grand total	224,110	221,074	165,337	190,547	237,226	396,743	209,518	193,838	450,776	485,355	415,756	525,333	509,079

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1914.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston.....	3,955,867	1,795,294	120,460	98,713	83,000	6,053,334	157,175
Prescott.....	.....	.....	.....	.....	.....	.....	.....
Ogdensburg....	401,734	.....	.....	.....	.....	401,734	12,052
Total bushels..	4,357,601	1,795,294	120,460	98,713	83,000	6,455,068	.....
Total tons...	130,728	30,520	2,891	2,764	2,324	.....	169,227

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1914 inclusive, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.....	.....	.....	193,442	4,974	10,321	31,350	240,087
1886.....	.....	.....	184,564	5,400	22,187	49,724	261,875
1887.....	.....	.....	81,617	1,163	26,775	25,968	135,523
1888.....	.....	.....	172,381	878	17,365	27,183	217,807
1889.....	.....	.....	226,352	1,124	12,036	25,931	265,443
1890.....	80	.....	116,616	615	17,280	22,781	202,372
1891.....	.....	.....	185,190	1,382	17,374	20,698	224,644
1892.....	.....	.....	183,244	651	12,391	15,330	211,616
1893.....	.....	.....	204,704	2,123	8,325	17,944	233,096
1894.....	.....	.....	187,794	727	1,269	13,947	203,737
1895.....	4	.....	148,887	603	1,565	7,807	158,866
1896.....	20	210	206,093	1,255	4,127	11,740	223,443
1897.....	.....	4	165,143	.....	1,277	9,799	176,225
1898.....	.....	.....	156,055	759	986	4,536	162,336
1899.....	.....	.....	86,638	2,293	525	8,276	97,732
1900.....	8	.....	45,032	992	.....	1,360	47,392
1901.....	.....	.....	46,345	357	456	2,322	49,480
1902.....	.....	.....	12,410	501	65	51,037	64,013
1903.....	3	.....	113,076	.....	4,796	30,009	147,884
1904.....	2,919	.....	62,782	1,100	3,711	32,813	103,325
1905.....	.....	.....	70,118	3,346	11,436	37,742	172,642
1906.....	60	.....	29,123	4,400	7,161	106,843	147,587
1907.....	2,857	.....	110,347	.....	10,453	143,555	267,212
1908.....	4,401	.....	158,351	.....	5,988	148,181	316,921
1909.....	.....	.....	130,731	400	11,067	235,483	377,681
1910.....	2,045	.....	197,482	4,411	15,974	357,579	577,491
1911.....	731	.....	221,752	2,160	24,451	370,558	619,682
1912.....	.....	.....	163,461	2,958	12,034	531,243	709,696
1913.....	.....	.....	235,730	1,500	42,965	665,595	945,790
1914.....	.....	.....	236,976	.....	13,107	699,223	949,306

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1914 inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895		165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704
1912	9,300	903,237	912,537
1913	3,500	1,225,288	1,228,788
1914	7,750	1,038,127	1,045,877

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, etc.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1903.	Tons.	Tons.	Tons.
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Peas	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total, grain	†351,936	29,062	111,828
Other Articles	38,850	82,298	101,621
Total	390,786	111,360	213,449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Peas			
Rye			3
Wheat	*133,528	18,908	11,929
Total, grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	10,892
Peas			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total, grain	*341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Peas		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1907.	Tons.	Tons.	Tons.
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Peas			25
Rye	2,266	2	2
Wheat	450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Peas			40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,142	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909.			
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Peas	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,000		1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	
Peas			128
Rye			
Wheat	562,149	7,998	10,717
Total grain	789,661	63,657	115,457
Other articles	380,500	152,325	55,683
Total	1,170,161	215,982	171,140

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1911.	Tons.	Tons.	Tons.
Barley	14,331	291	
Corn	134,239	22,988	116,705
Oats	147,180	16,153	
Peas			
Rye		112	
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445
1912.			
Barley	20,572	218	4,451
Corn	7,345	1,372	112,616
Oats	164,581	20,965	
Peas	10	12	128
Rye	714		
Wheat	768,633	25,299	
Total grain	961,855	47,866	117,195
Other articles	598,108	214,395	69,444
Total	1,559,963	262,261	186,639
1913.			
Barley	91,856	5,033	
Corn	9,344	20,348	114,662
Oats	173,827	18,560	7,407
Peas			
Rye	4,567	2,300	
Wheat	985,774	17,565	
Total grain	1,265,368	63,806	122,069
Other articles	916,254	135,742	50,303
Total	2,181,622	199,548	172,372
1914.			
Barley	89,622		
Corn	6,031	85,700	20,402
Oats	204,166	5,210	16,292
Peas			
Rye	9,385		835
Wheat	1,527,252		32,657
Total grain	1,836,456	90,910	70,186
Other articles	855,855	46,652	36,681
Total	2,692,311	137,562	106,867

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1913 and 1914.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States. to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadianl	United States.
1913.													
Sault Ste. Marie	634,118	2,752,099	27,372	1,403,129	2,373,665	33,425,887	1,859,116	223,938	4,894,271	37,805,053	42,699,324	4,954,734	37,744,590
Welland	395,667	1,335,059	245,735	3,215	320,736	234,597	42,965	1,022,740	1,005,103	2,565,611	3,570,714	2,093,406	1,477,308
St. Lawrence	749,035	1,750,553	354,532	34,303	126		432	1,413,446	1,104,125	3,198,302	4,302,427	2,837,019	1,465,408
Chambly	8,354	10,096	339,113					198,039	347,467	208,135	555,602	358,801	196,801
St. Peters	29,486	42,028							29,486	42,028	71,514	71,514	
Murray	168,614	4,670					1,692	5,600	170,306	10,270	180,576	162,095	18,481
Ottawa	51,428	273,652		37,616			2,742		54,170	311,268	365,438	358,465	6,973
Rideau	80,147	77,464	960					12,652	81,107	90,116	171,223	157,746	13,477
Trent	17,541	38,259							17,541	38,259	55,800	55,800	
St. Andrews	78,538	2,757							78,538	2,757	81,295	81,295	
Grand total	2,212,928	6,286,637	967,712	1,478,263	2,694,527	33,630,484	1,906,947	2,876,415	7,782,114	44,271,799	52,053,913	11,130,875	40,923,038
1914.													
Sault Ste. Marie	379,703	2,490,510	10,174	582,175	1,153,050	21,438,985	1,245,894	298,693	2,788,821	24,810,363	27,599,184	3,609,747	23,989,437
Welland	225,532	1,769,052	278,955	450	338,455	170,624	13,107	1,064,794	856,049	3,004,920	3,860,969	2,013,619	1,847,350
St. Lawrence	571,331	1,725,196	413,149	91	58	424	1,416	1,679,828	985,954	3,405,539	4,391,493	2,738,649	1,652,844
Chambly	4,335	8,492	295,258					128,820	299,593	137,312	436,905	308,091	128,814
St. Peters	21,793	32,387							21,793	32,387	54,180	54,164	16
Murray	76,021	2,938	1,490					3,458	77,511	6,396	83,907	80,946	2,961
Ottawa	57,330	238,317		35,559			3,926		61,256	273,876	335,132	325,059	10,073
Rideau	80,867	62,009	230					8,633	81,097	70,642	151,739	142,203	9,536
Trent	15,531	52,009						175	15,531	52,184	67,715	67,715	
St. Andrews	41,681	332							41,681	332	42,013	42,013	
Grand total	1,474,124	6,381,242	999,256	618,275	1,491,563	21,610,033	1,264,343	3,184,401	5,229,286	31,793,951	37,023,237	9,382,206	27,641,031

TABLE 2.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several canals during the Season of Navigation in 1914.

Vessels.	Total No. of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States. to United States. Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Canadian Vessels.												
Steam and Sail.												
Sault Ste. Marie	3,011	1,361,117	1,479,667	44,373	121,977	301		360,770	87,087	1,766,561	1,706,731	3,473,292
Welland	2,902	1,067,392	1,066,296	330,574	216	4,386	2,109	24,230	383,280	1,426,582	1,451,901	2,878,483
St. Lawrence	8,982	1,873,438	1,835,688	373,968	164			164	421,813	2,247,570	2,257,665	4,505,235
Chambly	346	24,914	22,889	1,979					2,954	26,893	25,843	52,736
St. Peters	1,192	41,763	38,489							41,763	38,489	80,252
Murray	914	112,892	85,173	9,446	543				2,693	122,338	88,409	210,747
Ottawa	2,197	187,882	202,760		1,605			269		188,151	204,365	392,516
Rideau	2,600	82,804	85,831	3,977					4,292	86,781	90,123	176,904
Trent Valley	3,647	88,664	85,983							88,664	85,983	174,647
St. Andrews	334	50,503	55,541							50,503	55,541	106,044
Total Canadian	26,125	4,891,369	4,976,317	764,317	124,505	4,687	2,109	385,433	902,119	6,045,806	6,005,050	12,050,856
United States Vessels.												
Sault Ste. Marie	2,966	7,185	8,521	14,189	359,715	3,001,845	10,079,352	258,504	98,559	3,281,723	10,546,147	13,827,870
Welland	790	5,289	3,137	68,194	195	277,646	178,948	2,282	221,521	353,411	403,801	757,212
St. Lawrence	1,263	15,015	16,009	363,794	394	13,206	1,514	3,258	363,300	395,273	381,217	776,490
Chambly	2,348		2,557	116,561					122,554	116,561	125,111	241,672
St. Peters	8	334	53					26		360	53	413
Murray	57	1,670	235	389		39	21	37	498	2,135	754	2,889
Ottawa	275	8,943	96		13,525			4,693		13,636	13,621	27,257
Rideau	35	810	927	390					484	1,200	1,411	2,611
Trent Valley												
St. Andrews												
Total United States	7,742	39,246	31,535	563,517	373,829	3,292,736	10,259,835	268,800	806,916	4,164,299	11,472,115	15,636,414
Grand total Canadian and U.S.	33,867	4,930,615	5,007,852	1,327,834	498,334	3,297,423	10,261,944	654,233	1,709,035	10,210,105	17,477,165	27,687,270

TABLE 3.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several canals during the Season of Navigation in 1914.

Vessels.	Total No.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SAULT STE. MARIE CANAL.												
Canadian vessels, steam	2,674	1,334,859	1,464,241	44,373	121,977	301		360,410	87,087	1,739,943	1,673,305	3,413,248
" " sail	337	26,258	33,246					360		26,618	33,426	60,044
Total Canadian	3,011	1,361,117	1,497,667	44,373	121,977	301		360,770	87,087	1,766,561	1,706,731	3,473,292
United States vessels, steam	2,955	6,297	8,154	14,189	359,715	3,001,845	10,073,067	257,445	98,559	3,279,776	10,539,495	13,819,271
" " sail	11	888	367				6,285	1,059		1,947	6,652	8,599
Total United States	2,966	7,185	9,521	14,189	359,715	3,001,845	10,079,352	258,504	98,559	3,281,723	10,546,147	13,827,870
Grand total, Sault Ste. Marie canal	5,977	1,368,302	1,506,188	58,562	481,692	3,002,146	10,079,352	619,274	185,646	5,048,284	12,252,878	17,301,162
WELLAND CANAL.												
Canadian vessels, steam	2,592	995,188	989,843	311,621	216	3,622	2,109	24,039	365,436	1,334,470	1,357,604	2,692,074
" " sail	310	72,204	76,453	18,953		764		191	17,844	92,112	94,297	186,409
Total Canadian	2,902	1,067,392	1,066,296	330,574	216	4,386	2,109	24,230	383,280	1,426,582	1,451,901	2,878,483
United States vessels, steam	735	4,702	3,137	64,557	195	274,789	175,873	1,727	201,806	345,775	381,011	726,786
" " sail	55	587		3,637		2,857	3,075	555	19,715	7,636	22,790	30,426
Total United States	790	5,289	3,137	68,194	195	277,646	178,948	2,282	221,521	353,411	403,801	757,212
Grand total, Welland canal	3,692	1,072,681	1,069,433	398,768	411	282,032	181,057	26,512	604,801	1,779,993	1,855,702	3,635,695
ST. LAWRENCE CANALS.												
Canadian vessels, steam	5,304	1,367,812	1,333,355	344,372	164			164	391,538	1,712,348	1,725,057	3,437,405
" " sail	3,678	505,626	502,333	29,596					30,275	535,222	532,608	1,067,830
Total Canadian	8,982	1,873,438	1,835,688	373,968	164			164	421,813	2,247,570	2,257,665	4,505,235
United States vessels, steam	854	2,593	82	345,476	92	12,844	302	184	343,005	361,097	343,481	704,578
" " sail	409	12,422	15,927	18,318	302	362	1,212	3,074	20,295	34,176	37,736	71,912
Total United States	1,263	15,015	16,009	363,794	394	13,206	1,514	3,258	363,300	395,273	381,217	776,490
Grand total, St. Lawrence canals	10,245	1,888,453	1,851,697	737,762	558	13,206	1,514	3,422	785,113	2,642,843	2,638,882	5,281,725

TABLE 3.—Statement showing the numaer, Tonnage, and Naticnality of Vessels passed through the several canals during the Season of Navigation in 1914—*Concluded.*

Vessels.	Total No.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CHAMBLY CANAL.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Canadian vessels, steam	167	20,604	18,636	127	.....	.....	.....	.....	.....	20,731	18,636	39,367
" " sail	179	4,310	4,253	1,852	.....	.....	.....	.....	2,954	6,162	7,207	13,369
Total Canadian	346	24,914	22,889	1,979	.....	.....	.....	.....	2,954	26,893	25,843	52,736
United States vessels, steam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " sail	2,348	.....	2,557	116,561	.....	.....	.....	.....	122,554	116,561	125,111	241,672
Total United States	2,348	.....	2,557	116,561	.....	.....	.....	.....	122,554	116,561	125,111	241,672
Grand total, Chambly canal	2,694	24,914	25,446	118,540	.....	.....	.....	.....	125,508	143,454	150,954	294,408
ST. PETER'S CANAL.												
Canadian vessels, steam	451	18,350	14,763	.....	.....	.....	.....	.....	.....	18,350	14,763	33,113
" " sail	741	23,413	23,726	.....	.....	.....	.....	.....	.....	23,413	23,726	47,139
Total Canadian	1,192	41,763	38,489	.....	.....	.....	.....	.....	.....	41,763	38,489	80,252
United States vessels, steam	1	.....	.....	.....	.....	.....	.....	26	.....	26	.....	26
" " sail	7	334	53	.....	.....	.....	.....	.....	.....	334	53	387
Total United States	8	334	53	.....	.....	.....	.....	26	.....	360	53	413
Grand total, St. Peter's canal	1,200	42,097	38,542	.....	.....	.....	.....	26	.....	42,123	38,542	80,665
MURRAY CANAL.												
Canadian vessels, steam	656	87,558	63,217	8,086	543	.....	.....	.....	1,290	95,644	65,050	160,694
" " sail	258	25,334	21,956	1,360	.....	.....	.....	.....	1,403	26,694	23,359	50,053
Total Canadian	914	112,892	85,173	9,446	543	.....	.....	.....	2,693	122,338	88,409	210,747
United States vessels, steam	47	1,670	235	327	.....	37	14	14	463	2,048	712	2,760
" " sail	10	.....	.....	62	.....	2	7	23	35	87	42	129
Total United States	57	1,670	235	389	.....	39	21	37	498	2,135	754	2,889
Grand total, Murray canal	971	114,562	85,408	9,835	543	39	21	37	3,191	124,473	89,163	213,636

OTTAWA CANALS.												
Canadian vessels, steam	930	86,249	91,239		1,009			269		86,518	92,248	178,766
" " sail	1,267	101,633	111,521		596					101,633	112,117	213,750
Total Canadian	2,197	187,882	202,760		1,605			269		188,151	204,365	392,516
United States vessels, steam												
" " sail	275	8,943	96		13,525			4,693		13,636	13,621	27,257
Total United States	275	8,943	96		13,525			4,693		13,636	13,621	27,257
Grand total, Ottawa canals	2,472	196,825	202,856		15,130			4,962		201,787	217,986	419,773
RIDEAU CANAL.												
Canadian vessels, steam	2,208	60,881	64,304	3,964					4,277	64,845	68,581	133,426
" " sail	392	21,923	21,527	13					15	21,936	21,542	43,478
Total Canadian	2,600	82,804	85,831	3,977					4,292	86,781	90,123	176,904
United States vessels, steam	22	39	157	141					235	180	392	572
" " sail	13	771	770	249					249	1,020	1,019	2,039
Total United States	35	810	927	390					484	1,200	1,411	2,611
Grand total, Rideau canal	2,635	83,614	86,758	4,367					4,776	87,981	91,534	179,575
TRENT VALLEY CANALS.												
Canadian vessels, steam	2,915	66,025	64,360							66,025	64,360	130,385
" " sail	732	22,639	21,623							22,639	21,623	42,262
Total Canadian	3,647	88,664	85,983							88,664	85,983	174,647
United States vessels, steam												
" " sail												
Total United States												
Grand total, Trent Valley canals	3,647	88,664	85,983							88,664	85,983	174,647
ST. ANDREW'S CANAL.												
Canadian vessels, steam	197	13,130	11,861							13,130	11,861	24,991
" " sail	137	37,373	43,680							37,373	43,680	81,053
Total Canadian	334	50,503	55,541							50,503	55,541	106,044
United States vessels, steam												
" " sail												
Total United States												
Grand total, St. Andrew's canal	334	50,503	55,541							50,503	55,541	106,044

TABLE 4.—Comparative Statement of all the canals, for the years ending December 31, 1913 and 1914.

Articles.	1913.	1914.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	9,730,702	10,244,207	513,505	
" sail	2,347,360	1,806,649		540,711
United States vessels, steam	23,788,434	15,253,993		8,534,441
" sail	450,333	382,421		67,912
Total, Class No. 1	36,316,829	27,687,270	513,505	9,143,064
Class No. 2.	No.	No.	No.	No.
Passengers	335,799	287,326		48,473
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	423,728	332,983		90,745
Buckwheat	5	317	312	
Corn	176,490	154,335		22,155
Oats	842,737	816,232		26,505
Rye	13,620	45,954	32,334	
Flax	711,921	108,671		603,250
Peas	375	84		291
Wheat	5,956,153	6,045,317	89,164	
Flour	334,602	408,708	74,106	
Hay	18,283	15,008		3,275
Other mill products	26,542	15,844		10,698
Fruit and vegetables	9,958	12,224	2,266	
Potatoes	7,915	7,191		724
Live stock	2,826	1,587		1,239
Poultry, game and fish	2,237	1,529		708
Dressed meats	168	61		107
Other packing house products	1,996	1,523		473
Hides and leather	70	40		30
Wool	228	484	256	
All other animal products	11,774	10,457		1,317
Total, Class No. 3	8,541,628	7,978,549	198,438	761,517
Class No. 4.	Tons.	Tons.	Tons.	Tons.
Agricultural products	28,299	14,085		14,214
Cement, bricks, lime	413,041	147,657		265,384
Household goods and furniture	3,948	3,469		479
Iron, pig and bloom	67,646	41,846		25,800
" and steel, all other	311,955	162,179		149,776
Petroleum and other oils	169,765	135,751		34,014
Sugar	54,445	71,036	16,591	
Salt	20,775	20,620		155
Wines, liquors and beers	27,847	19,881		7,966
Merchandise not enumerated	783,978	602,001		181,977
Total, Class No. 4	1,881,699	1,218,525	16,591	679,765
Class No. 5.	Tons.	Tons.	Tons.	Tons.
Pulpwood	980,726	1,017,993	37,267	
Sawed lumber	596,722	470,400		126,322
Squared timber	41,032	24,369		16,663
Shingles	7,296	3,288		4,008
Other woods	53,149	105,917	52,768	
Total, Class No. 5	1,678,925	1,621,967	90,035	146,993

TABLE 4.—Comparative Statement of all the canals, for the years ending December 31, 1913 and 1914—*Concluded.*

Articles.	1913.	1914.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	1,503,412	1,176,567		326,845
Soft coal	5,241,567	3,561,754		1,679,813
Coke	2	20	18	
Copper ore	25,855	2,887		22,968
Iron ore	32,498,724	20,917,633		11,581,091
Other ore	32,192	33,054	862	
Sand, etc	649,909	512,281		137,628
Total, Class No. 6	39,951,661	26,204,196	880	13,748,345
Grand total	52,053,913	37,023,237	305,944	15,336,620

Net decrease, 15,030,676.

TABLE 5.— Statement of Traffic on the undermentioned canals during the Season of Navigation in 1914.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
Class No. 1.— Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian Vessels.....Steam.	3,413,248	2,692,074	3,437,405	39,367	33,851	160,694	178,766	133,426	130,385	24,991
" " .....Sail.	60,044	186,409	1,067,830	13,369	46,401	50,053	213,750	43,478	44,262	81,053
United States.....Steam.	13,819,271	726,786	704,578		26	2,760		572		
" " .....Sail.	8,599	30,426	71,912	241,672	387	129	27,257	2,039		
Total, Class No. 1.....	17,301,162	3,635,695	5,281,725	294,408	80,665	213,636	419,773	179,515	174,647	106,044
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers.....	30,446	25	106,618	2,677	351	15,893	23,835	19,730	85,218	2,533
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley.....	151,662	89,622	91,675	1	17		6			
Buckwheat.....			316					1		
Corn.....	11,121	112,133	30,951	17	11		21	81		
Oats.....	376,168	225,668	209,704	1,419	2,443		348	448	24	10
Rye.....	26,347	10,220	9,387							
Flax.....	66,444	20,657	21,570							
Peas.....			40	2	10		5	21	6	
Wheat.....	2,942,015	1,559,909	1,542,796	2	4		130	92	369	
Flour.....	220,581	87,701	98,151	695	623		499	366	80	12
Hay.....	864		7,510	4,663	1,131		293	459	88	
Other mill products.....	2,144	10,318	1,427	346	584		570	322	133	
Fruit and vegetables.....	1,940	150	5,832	2,018	1,302	149	608	221	4	
Potatoes.....	51		676	85	5,720		552	16	91	
Live stock.....	28		649	174	21		417	27	271	
Poultry, game and fish.....		66	90	17	1,284		44	27		1
Dressed meats.....			17		27		3	12	2	
Other packing house products.....	45	45	751	20	183		169	310		
Hides and leather.....			22					18		
Wool.....	142	164	175					3		
All other animal products.....	2		5,201		28		2,550	2,613	63	
Total, Class No. 3.....	3,799,554	2,116,653	2,026,940	9,459	13,388	149	6,215	5,037	1,131	23

Class No. 4.										
Agricultural implements	6,550	6,570	126	93	15		114	588	29	
Cement, bricks, lime	46,899	35,871	46,160	616	205	13,870	2,900	556	430	150
Household goods and furniture			2,604	95	41		203	381	145	
Iron, pig and bloom	24,754	81,100	6,663	733			972	615	9	
Iron and steel, all other	83,727	25,937	50,076	1,557	165	40	144	515		18
Petroleum and other oils	8,623	73,990	51,192	65	449	135	578	630	88	1
Sugar	11,478	34,860	23,262	103	155		490	673	15	
Salt	14,487	200	2,973	868	530		751	809	2	
Wines, liquors and beers	4,571	5,243	8,283	56	112	76	675	851	14	
Merchandise not enumerated	286,700	170,403	105,930	6,925	2,445	7,484	11,836	7,848	2,311	119
Total, Class No. 4	487,789	361,174	297,269	11,111	4,117	21,605	18,663	13,466	3,043	288
Class No. 5.										
Pulpwood	1,920	329,673	472,376	188,605				1,173	21,966	2,280
Sawed lumber	34,327	21,099	164,049	104,178	1,850		131,683	10,429	2,760	25
Squared timber	20	6,243	15,972	145	269	70	1,072	341	237	
Shingles	2,500	175	212	27	187		36	65	86	
Other woods	2,189	3,244	16,166	287	820	360	38,649	3,033	37,424	3,745
Total, Class No. 5	40,956	360,434	668,775	293,242	3,126	430	171,440	15,041	62,473	6,050
Class No. 6										
Hard coal	342,210	250,083	448,402	118,560	172	2,708	4,660	9,454	78	240
Soft coal	1,996,434	699,223	799,118	6	27,602	1,350	36,893	823	285	20
Coke			20							
Copper ore	2,887									
Iron ore	20,913,764	3,862						3	4	
Other ore	13,575	10,289	4,020	636			3,900	634		
Sand, ece	2,015	59,251	146,949	3,891	5,775	57,665	93,361	107,281	701	35,392
Total, Class No. 6	23,270,885	1,022,708	1,398,509	123,093	33,549	61,723	138,814	118,195	1,068	35,652
Grand total	27,599,184	3,860,969	4,391,493	436,905	54,189	83,907	335,132	151,739	67,715	42,013

TABLE 6.—Summary Statement of Traffic on the undermentioned canals during the Season of Navigation ended December 31, 1914, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	17,301,162	3,635,695	5,281,725	294,408	79,600	213,636	449,773	179,515	174,647	106,044
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	30,446	25	106,618	2,677	351	15,893	23,835	19,730	85,218	2,533
Forest—Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	1,920	329,673	472,376	188,605				1,173	21,966	2,280
Sawed lumber	34,327	21,099	164,049	104,178	1,850		131,683	10,429	2,760	25
Squared timber	20	6,243	15,972	145	269	70	1,072	341	237	
Shingles	2,500	175	212	27	187		36	65	86	
Other woods	2,189	3,244	16,166	287	820	360	38,649	3,033	37,424	3,745
Total	40,956	360,434	668,775	293,242	3,126	430	171,440	15,041	62,473	6,050
Animals and Produce of Animals.										
Live stock	28		649	174	21		417	27	271	
Poultry, game and fish		66	90	17	1,284		44	27		1
Dressed meats			17		27		3	12	2	
Other packing house products	45	45	751	20	183		169	310		
Hides and leather			22					18		
Wool	142	164	175					3		
All other animal products	2		5,201		28		2,550	2,613	63	
Total	217	275	6,905	211	1,543		3,183	3,010	336	1
Agricultural Products.										
Barley	151,662	89,622	91,675	1	17		6			
Buckwheat			316					1		
Corn	11,121	112,133	30,951	17	11		21	81		
Oats	376,168	225,668	209,704	1,419	2,443		348	448	24	10
Rye	26,347	10,220	9,387							
Flax	66,444	20,657	21,570							
Pease			40	2	10		5	21	6	

Wheat	2,942,015	1,559,909	1,542,796	2	4		130	92	369		
Flour	220,581	87,701	98,151	695	623		499	366	80	12	
Hay	864		7,510	4,663	1,131		293	459	88		
Other mill products	2,144	10,318	1,427	346	584		570	322	133		
Fruit and vegetables	1,940	150	5,832	2,018	1,302	149	608	221	4		
Potatoes	51		676	85	5,720		552	16	91		
Total	3,799,337	2,116,378	2,020,035	9,248	11,845	149	3,032	2,027	795	22	
Manufactures.											
Agricultural implements	6,550	6,570	126	93	15		114	588	29		
Cement, bricks and lime	46,899	35,871	46,160	616	205	13,870	2,900	556	430	150	
Household goods and furniture			2,604	95	41		203	381	145		
Iron, pig and bloom	24,754	8,100	6,663	733			972	615	9		
Iron, steel, all other	83,727	25,937	50,076	1,557	165	40	144	515		18	
Petroleum and other oils	8,623	73,990	51,192	65	449	135	578	630	88	1	
Sugar	11,478	34,860	23,262	103	155		490	673	15		
Salt	14,487	200	2,973	868	530		751	809	2		
Wines, liquors and beers	4,571	5,243	8,283	56	112	76	675	851	14		
Merchandise not enumerated	286,700	170,403	105,930	6,925	2,445	7,484	11,836	7,848	2,311	119	
Total	487,789	361,174	297,269	11,111	4,117	21,605	18,663	13,466	3,043	288	
Products of Mines.											
Hard coal	342,210	250,083	448,402	118,560	172	2,708	4,660	9,454	78	240	
Soft coal	1,996,434	699,223	799,118	6	27,602	1,350	36,893	823	285	20	
Coke			20								
Copper ore	2,887										
Iron ore	20,913,764	3,862						3	4		
Other ore	13,575	10,289	4,020	636			3,900	634			
Sand, etc	2,015	59,251	146,949	3,891	5,775	57,665	93,361	107,281	701	35,392	
Total	23,270,885	1,022,708	1,398,509	123,093	33,549	61,723	138,814	118,195	1,068	35,652	
Grand totals (passengers and tonnage of vessels) not included	27,599,184	3,860,969	4,391,493	436,905	54,180	83,907	335,132	151,739	67,715	42,013	

TABLE 7, (No. 1.)—GENERAL STATEMENT showing the Quantity of each Article transported on the Sault Ste. Marie canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural Implem'ts	6,550								6,550		6,550	6,550	
All other animals		2								2	2	2	
Barley		87,867		8,784		52,323		2,688		151,662	151,662	96,651	55,011
Cement bricks, etc	37,269				9,630				46,899		46,899	37,269	9,630
Coal, hard	74				158,860		183,276		342,210		342,210		342,210
" soft	300		600		944,744		1,050,790		1,996,434		1,996,434		1,996,434
Corn						11,121				11,121	11,121		11,121
Flax		31,338		22,719		12,387				66,444	66,444	54,057	12,387
Flour	18	193,421				22,968		4,174	18	220,563	220,581	197,613	22,968
Fruits and vegetables	1,940								1,940		1,940	1,940	
Hay	864								864		864	864	
Iron, pig and bloom	17,094			2,000	60		5,600		22,754	2,000	24,754	18,870	5,884
Iron and steel, all other	30,360	34,313		2,200	16,839		15		47,214	36,513	83,727	64,095	19,632
Live stock	28								28		28	28	
Merchandise	241,398	6,955	9,574	2	20,638	1,299	6,213	621	277,823	8,877	286,700	253,290	33,410
Oats		347,265		15,400		9,253		4,250		376,168	376,168	370,342	5,826
Other Mill products		2,144								2,144	2,144	2,144	
Other pack. house prod.	45								45		45	45	
Other woods		2,189								2,189	2,189	2,189	
Ore, all other	120	80		13,375					120	13,455	13,575	13,575	
" copper						2,887				2,887	2,887		2,887
" iron	3,696	26,588		60,983		20,732,509		89,988	3,696	20,910,068	20,913,764	95,811	20,817,953
Petroleum	8,554	30			39				8,593	30	8,623	8,584	39
Potatoes	51								51		51	51	
Pulpwood	1,920								1,920		1,920	1,920	
Rye						26,347				26,347	26,347		26,347
Sawed lumber	676	933		29,191		3,527			676	33,651	34,327	27,178	7,149
Shingles	1	20				2,479			1	2,499	2,500	21	2,479
Square timber	20								20		20	20	
Sugar	11,478								11,478		11,478	11,478	
Salt	12,247				2,240				14,487		14,487	14,397	90
Sand and stone	399	1,616							399	1,616	2,015	2,015	
Wheat		1,755,637		427,521		561,885		196,972		2,942,015	2,942,015	2,324,035	617,980
Wines, liquors and beers	4,571								4,571		4,571	4,571	
Wool	30	112							30	112	142	142	
Total freight	379,703	2,490,510	10,174	582,175	1,153,050	21,438,985	1,245,894	298,693	2,788,821	24,810,363	27,599,184	3,609,747	23,989,437

TABLE 7, (No. 2.)—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural Implm'ts.	6,570								6,570		6,570	6,570	
Barley		84,911						4,711		89,622	89,622	82,200	7,422
Cement, bricks, etc.	31,419	810	900					2,742	32,319	3,552	35,871	33,129	2,742
Coal, hard					236,976		13,107		250,083		250,083		250,083
" soft								699,223		699,223	699,223		699,223
Corn		5,835				85,700		20,598		112,133	112,133	560	111,573
Flax		16,873	3,784						3,784	16,873	20,657	20,657	
Flour		78,885				8,580		236		87,701	87,701	78,885	8,816
Fruits and vegetables	150								150		150	150	
Iron, pig and bloom	7,268	830						2	7,268	832	8,100	8,098	2
Iron and steel, all other	21,800	220	20					3,897	21,820	4,117	25,937	22,040	3,897
Merchandise	75,824	1,838	13,431		70,052	9,131		127	159,307	11,096	170,403	92,124	78,279
Oats		198,577				5,210		21,881		225,668	225,668	212,921	12,747
Other mill products		40				10,278				10,318	10,318	40	10,278
Other pack. house prod.	45								45		45	45	
Other woods	450	1,144				1,650			450	2,794	3,244	1,594	1,650
Ore, all other	120	3,828			6,341				6,461	3,828	10,289	3,948	6,341
" iron		200						3,662		3,862	3,862	200	3,662
Petroleum	20	58,445			83			15,442	103	73,887	73,990	58,465	15,525
Poultry, game and fish					66				66		66		66
Pulpwood	70,390		259,283						329,673		329,673	329,673	
Rye		1,114						9,106		10,220	10,220	5,340	4,880
Sawed lumber				450		16,424		4,225		21,099	21,099	1,119	19,980
Shingles		175								175	175	175	
Square timber		3,766				437		2,040		6,243	6,243	3,766	2,477
Sugar	7,290	2,262			24,858			450	32,148	2,712	34,860	9,552	25,308
Salt		200								200	200	200	
Sand and stone		8,708	1,200			400		48,943	1,200	58,051	59,251	5,908	53,343
Wheat		1,299,943				32,657		227,309		1,559,909	1,559,909	1,031,289	528,620
Wines, liquors and beers	4,156	448	203		79	157		200	4,438	805	5,243	4,807	436
Wool	30		134						164		164	164	
Total freight	225,532	1,769,052	278,955	450	338,455	170,624	13,107	1,064,794	856,049	3,004,920	3,860,969	2,013,619	1,847,350

TABLE 7, (No. 3.)—GENERAL STATEMENT showing the Quantity of each Through Article transported on the Welland canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural Implem'ts	6,570								6,570		6,570	6,570	
Barley		84,911						4,711		89,622	89,622	82,200	7,422
Cement, bricks, etc.	31,419	110	900						32,319	110	32,429	32,429	
Coal, hard					236,976		13,107		250,083		250,083		250,083
" soft								696,544	696,544		696,544		696,544
Corn		5,835				85,700		20,598		112,133	112,133	560	111,573
Flax		16,873	3,784						3,784	16,873	20,657	20,657	
Flour		78,885				8,580		236		87,701	87,701	78,885	8,816
Fruits and vegetables	150								150		150	150	
Iron, pig and bloom	7,268	830						2	7,268	832	8,100	8,098	2
Iron and steel, all other	21,800	220	20					3,987	21,820	4,117	25,937	22,040	3,897
Merchandise	75,824	1,838	13,431		70,052	9,131		127	159,307	11,096	170,403	92,124	78,279
Oats		198,577				5,210		21,881		225,668	225,668	212,921	12,747
Other mill products		40				10,278				10,318	10,318	40	10,278
" Pack. house prod	45								45		45	45	
" woods		1,144				1,650				2,794	2,794	1,144	1,650
Ore, all other	120	2,000			6,341				6,461	2,000	8,461	2,120	6,341
Iron		200						3,662		3,862	3,862	200	3,662
Petroleum	20	57,559			83			15,442	103	73,001	73,104	57,579	15,525
Poultry, game & fish					66				66		66		66
Pulpwood	3,150		259,283						262,433		262,433	262,433	
Rye		1,114						9,106		10,220	10,220	5,340	4,880
Sawed lumber				450		16,424		2,531		19,405	19,405	1,119	18,286
Shingles		175								175	175	175	
Square timber		3,766				437		2,040		6,243	6,243	3,766	2,477
Sugar	7,290	2,262			24,858			450	32,148	2,712	34,860	9,552	25,308
Salt		200								200	200	200	
Sand and stone			1,200			400			1,200	400	1,600	1,200	400
Wheat		1,299,943				32,657		227,309		1,559,909	1,559,909	1,031,289	528,620
Wines, liquors and beers	4,156	448	203		79	157		200	4,438	805	5,243	4,807	436
Wool	30		134						164		164	164	
Totals	157,842	1,756,930	278,955	450	338,455	170,624	13,107	1,008,736	788,359	2,936,740	3,725,099	1,937,807	1,787,292

TABLE 7, (No. 4).—GENERAL STATEMENT showing the Quantity of each Way Article transported on the Welland canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Cement, bricks, etc		700						2,742		3,442	3,442	700	2,742
Coal, soft								2,679		2,679	2,679		2,679
Other woods	450								450		450	450	
Ore, all other		1,828								1,828	1,828	1,828	
Petroleum		886								886	886	886	
Pulpwood	67,240								67,240		67,240	67,240	
Sawed lumber								1,694		1,694	1,694		1,694
Sand and stone		8,708						48,943		57,651	57,651	4,708	52,943
Total freight	67,690	12,122						56,058	67,690	68,180	135,870	75,812	60,05

TABLE 7, (No. 5).—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence canals during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	110	5		10	1				111	15	126	125	1
All other animals	1,280	3,912	1		8				1,289	3,912	5,201	5,201	
Barley	66	85,413						6,196	66	91,609	91,675	87,519	4,156
Buckwheat	8	308							8	308	316	316	
Cement, bricks, etc.	42,661	1,549	1,950						44,611	1,549	46,160	45,029	1,131
Coal, hard	676	647				140	1,065	445,874	1,741	446,661	448,402	526	447,876
" soft	155,047	1,060				280		642,731	155,047	644,071	799,118	157,972	641,146
Coke		20								20	20	20	
Corn	9,214	16,332						5,405	9,214	21,737	30,951	10,561	20,390
Dressed meats	4	13							4	13	17	17	
Flax		17,786	3,784						3,784	17,786	21,570	21,570	
Flour	1,595	96,556							1,595	96,556	98,151	98,151	
Fruits and vegetables	849	4,979				4			849	4,983	5,832	5,828	4
Hay	6,156	1,354							6,156	1,354	7,510	7,510	
Hides and leather	15		3		4				22		22	22	
Household goods	864	1,729	8		1			2	873	1,731	2,604	2,599	5
Iron, pig and bloom	4,947	1,716							4,947	1,716	6,663	5,638	1,025
Iron and steel, all other	38,750	9,676						1,650	38,750	11,326	50,076	48,426	1,650
Live stock	68	573	2		6				76	573	649	647	2
Merchandise	72,782	27,625	5,310		33		180		78,305	27,625	105,930	103,964	1,966
Oats	2,829	195,871						11,004	2,829	206,875	209,704	203,908	5,796
Other mill products	263	1,164							263	1,164	1,427	1,427	
" pack. house prod.	226	505		20					226	525	751	751	
" woods	931	15,235							931	15,235	16,166	16,166	
Ore, all other	4,020								4,020		4,020	120	3,900
Peas	37						3		40		40	40	
Petroleum	1,215	36,051						15,926	1,215	49,977	51,192	39,323	11,869
Poultry, game and fish	1	89							1	89	90	90	
Potatoes	135	539	1	1					136	540	676	674	2
Pulpwood	70,390	35	401,951						472,341	35	472,376	472,376	
Rye		6,335						3,052		9,387	9,387	6,747	2,640
Sawed lumber	42,533	121,512	4						42,537	121,512	164,049	164,045	4
Shingles	2	209	1						3	209	212	212	
Square timber	24	10,911						5,037	24	15,948	15,972	12,083	3,889
Sugar	20,322	2,940							20,322	2,940	23,262	23,262	
Salt	2,207	598					168		2,375	598	2,973	2,637	336
Sand and stone	70,347	76,602							70,347	76,602	146,949	144,298	2,651
Wheat	13,316	984,529						544,951	13,316	1,529,480	1,542,796	1,040,391	502,405
Wines, liquors and beers	7,407	816		60					7,407	876	8,283	8,283	
Wool	34	2	134		5				173	2	175	175	
Total freight	571,331	1,725,196	413,149	91	58	424	1,416	1,679,828	985,954	3,405,539	4,391,493	2,738,649	1,652,844

TABLE 7, (No. 6).—GENERAL STATEMENT showing the Quantity of each Through Article transported on the St. Lawrence canals during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals	409	1,242							409	1,242	1,651	1,651	
Barley		84,409						6,196		90,605	90,605	86,449	4,156
Buckwheat		308								308	308	308	
Cement, bricks, etc	20,148	110	1,950						22,098	110	22,208	22,208	
Coal, hard								421,331		421,331	421,331		421,331
" soft	7,750							616,796	7,750	616,796	624,546	7,750	616,796
Corn	1,306	626						5,405	1,306	6,031	7,337	1,932	5,405
Flax		17,786	3,784						3,784	17,786	21,570	21,570	
Flour	2	77,080							2	77,080	77,082	77,082	
Fruits and vegetables	546	4,323							546	4,323	4,869	4,869	
Hay		135								135	135	135	
Hides and leather	10								10		10	10	
Household goods	589	1,430							589	1,430	2,019	2,019	
Iron, pig and bloom	1,906	481							1,906	481	2,387	2,387	
Iron and steel, all other	20,682	721						1,650	20,682	2,371	23,053	21,403	1,650
Live stock	2	7							2	7	9	9	
Merchandise	61,663	18,774	5,107						66,770	18,774	85,544	85,544	
Oats		193,162						11,004		204,166	204,166	198,370	5,796
Other mill products	41	238							41	238	279	279	
" pack. house prod	14	367							14	367	381	381	
" woods		1,064								1,064	1,064	1,064	
Petroleum	380	35,475						13,926	380	49,401	49,781	38,102	11,679
Poultry, game and fish		47								47	47	47	
Pulpwood	70,390		401,951						472,341		472,341	472,341	
Rye		6,333						3,052		9,385	9,385	6,745	2,640
Sawed lumber	5,061								5,061		5,061	5,061	
Shingles		175								175	175	175	
Square timber		7,870						5,037		12,907	12,907	9,018	3,889
Sugar	14,352	2,812							14,352	2,812	17,164	17,164	
Salt	107	100							107	100	207	207	
Wheat	870	982,358						544,951	870	1,527,309	1,528,179	1,025,774	502,405
Wines, liquors and beers	6,238	656		60					6,238	716	6,954	6,954	
Wool	30		134						164		164	164	
Total freight	212,496	1,438,089	412,926	60				1,629,348	625,422	3,067,497	3,692,919	2,117,172	1,575,747

TABLE 7, (No. 7).—GENERAL STATEMENT showing the Quantity of each Way Article transported on the St. Lawrence canals during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	110	5		10	1				111	15	126	125	1
All other animal	871	1,670	1		8				880	2,670	3,550	3,550	
Barley	66	1,004							66	1,004	1,070	1,070	
Buckwheat	8								8		8	8	
Cement, bricks, etc	22,513	1,439							22,513	1,439	23,952	22,821	1,131
Coal, Hard	676	647				140	1,065	24,543	1,741	25,330	27,071	526	26,545
" Soft	147,297	1,060				280		25,935	147,297	27,275	174,572	150,222	24,350
Coke		20								20	20	20	
Corn	7,908	15,706							7,908	15,706	23,614	8,629	14,985
Dressed meats	4	13							4	13	17	17	
Flour	1,593	19,476							1,593	19,476	21,069	21,069	
Fruits and vegetables	303	656				4			303	606	959	955	4
Hay	6,156	1,219							6,156	1,219	7,375	7,375	
Hides and leather	5		3		4				12		12	12	
Household goods	275	299	8		1			2	284	301	585	580	5
Iron, pig and bloom	3,041	1,235							3,041	1,235	4,276	3,251	1,025
Iron and steel, all other	18,068	8,955							18,068	8,955	27,023	27,023	
Live stock	66	566	2		6				74	566	640	638	2
Merchandise	11,119	8,851	203		33		180		11,535	8,851	20,386	18,420	1,966
Oats	2,829	2,709							2,829	2,709	5,538	5,538	
Other mill products	222	926							222	926	1,148	1,148	
" pack. house prod.	212	138		20					212	158	370	370	
" woods	931	14,171							931	14,171	15,102	15,102	
Ore, all other	1,020								4,020		4,020	120	3,900
Peas	37	3							37	3	40	40	
Petroleum	835	576							835	576	1,411	1,211	190
Poultry, game and fish	1	42							1	42	43	43	
Potatoes	135	539			1	1			136	540	676	674	2
Pulpwood		35								35	35	35	
Rye		2								2	2	2	
Sawed lumber	37,472	121,512	4						37,476	121,512	158,988	158,984	4
Shingles	2	34	1						3	34	37	37	
Square timber	24	3,041							24	3,041	3,065	3,065	
Sugar	5,970	128							5,970	128	6,098	6,098	
Salt	2,100	498					168		2,268	498	2,766	2,430	336
Sand and stone	70,347	76,602							70,347	76,602	146,949	144,298	2,651
Wheat	12,446	2,171							12,446	2,171	14,617	14,617	
Wines, liquors and beers	1,169	160							1,169	160	1,329	1,329	
Wool	4	2	5						9	2	11	11	
Total freight	358,835	287,110	227	30	54	425	1,413	50,480	360,529	338,045	698,574	621,477	77,097

TABLE 7, (No. 8).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	87	6							87	6	93	93	
Barley	1								1		1	1	
Cement, bricks, etc.	332							284	332	284	616	332	284
Coal, hard	60							118,500	60	118,500	118,560	60	118,500
" soft								6		6	6	6	
Corn	17								17		17	17	
Flour	657	38							657	38	695	695	
Fruits and vegetables	473	1,545							473	1,545	2,018	2,018	
Hay	190	3,950	523						713	3,950	4,663	4,663	
Household goods	65	30							65	30	95	95	
Iron, pig and bloom	66	2						665	66	667	733	68	665
Iron and steel, all other	515	9						1,033	515	1,042	1,557	524	1,033
Live stock	22	152							22	152	174	174	
Merchandise	358	433	2,045					4,089	2,403	4,522	6,925	2,836	4,089
Oats	11	1,408							11	1,408	1,419	1,419	
Other mill products	305	41							305	41	346	346	
" pack.-house prod.	20								20		20	20	
" woods	60	227							60	227	287	287	
Ore, all other	5	460						171	5	631	636	465	171
Peas		2								2	2	2	
Petroleum	63	2							63	2	65	65	
Poultry, game and fish		17								17	17	17	
Potatoes	3	92							3	82	85	85	
Pulpwood			188,605						188,605		188,605	188,605	
Sawed lumber	57	36	104,085						103,142	36	104,178	104,178	
Shingles		27								27	27	27	
Square timber								145		145	145		145
Sugar	88	15							88	15	103	103	
Salt	530	2						336	530	338	868	532	336
Sand and stone	300							3,591	300	3,591	3,891	300	3,591
Wheat		2								2	2	2	
Wines, liquors and beer	50	6							50	6	56	56	
Wool													
Total freight	4,335	8,492	295,258					128,820	299,593	137,312	436,905	308,091	128,814

TABLE 7, No. 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	15								15		15	15	
All other animals	27	1							27	1	28	28	
Barley	17								17		17	17	
Cement, bricks, etc.	196	9							196	9	205	205	
Coal, hard	170	2							170	2	172	172	
" soft	36	27,566							36	27,566	27,602	27,602	
Corn	11								11		11	11	
Dressed meats	27								27		27	27	
Flour	562	61							562	61	623	623	
Fruits and vegetables	1,292	10							1,292	10	1,302	1,302	
Hay	1,121	10							1,121	10	1,131	1,131	
Household goods	25	16							25	16	41	41	
Iron and steel, all other	110	55							110	55	165	165	
Live stock	18	3							18	3	21	21	
Merchandise	1,918	527							1,918	527	2,445	2,429	16
Oats	2,379	64							2,379	64	2,443	2,443	
Other mill products	534	50							534	50	584	584	
" pack. house prod.	173	10							173	10	183	183	
" woods	511	309							511	309	820	820	
Peas	10								10		10	10	
Petroleum	391	58							391	58	449	449	
Poultry, game and fish	280	1,004							280	1,004	1,284	1,284	
Potatoes	5,719	1							5,719	1	5,720	5,720	
Sawed lumber	1,293	557							1,293	557	1,850	1,850	
Shingles	166	21							166	21	187	187	
Square timber	269								269		269	269	
Sugar	143	12							143	12	155	155	
Salt	509	21							509	21	530	530	
Sand	3,759	2,016							3,759	2,016	5,775	5,775	
Wheat	4								4		4	4	
Wines, liquors and beers	108	4							108	4	112	112	
Total freight	21,793	32,387							21,793	32,387	54,180	54,164	16

TABLE 7, No. 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Cement, bricks, etc	13,030	.....	840	.....	.....	.....	.....	.....	13,870	.....	13,870	13,870	.....
Coal, hard	.....	.....	.....	.....	.....	.....	.....	2,708	.....	2,708	2,708	500	2,208
" soft	50	550	.....	.....	.....	.....	.....	750	50	1,300	1,350	600	750
Fruits and vegetables	62	87	.....	.....	.....	.....	.....	.....	62	87	149	149	.....
Iron and steel, all other	40	.....	.....	.....	.....	.....	.....	.....	40	.....	40	40	.....
Merchandise	5,283	2,201	.....	.....	.....	.....	.....	.....	5,283	2,201	7,484	7,481	3
Other woods	360	.....	.....	.....	.....	.....	.....	.....	360	.....	360	360	.....
Petroleum	85	50	.....	.....	.....	.....	.....	.....	85	50	135	135	.....
Square timber	20	50	.....	.....	.....	.....	.....	.....	20	50	70	70	.....
Sand and stone	57,015	.....	650	.....	.....	.....	.....	.....	57,665	.....	57,665	57,665	.....
Wines, liquors and beers	76	.....	.....	.....	.....	.....	.....	.....	76	.....	76	76	.....
Total freight	76,021	2,938	1,490	.....	.....	.....	.....	3,458	77,511	6,396	83,907	80,946	2,961

TABLE 7, No. 11. GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa canals during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	93	21							93	21	114	114	
All other animals	70	2,480							70	2,480	2,550	2,550	
Barley	6								6		6	6	
Cement, bricks, etc	2,814	86							2,814	86	2,900	2,857	43
Coal, hard	937						3,723		4,660		4,660		4,660
" soft	36,880	13							36,880	13	36,893	36,893	
Corn	21								21		21	21	
Dressed meats	1	2							1	2	3	3	
Flour	483	16							483	16	499	499	
Fruits and vegetables	116	492							116	492	608	608	
Hay	1	292							1	292	293	293	
Household goods	146	57							146	57	203	203	
Iron, pig and bloom	955	17							955	17	972	972	
Iron and steel, all other	131	13							131	13	144	144	
Live stock	22	395							22	395	417	417	
Merchandise	7,842	3,791					203		8,045	3,791	11,836	10,366	1,470
Oats	83	265							83	265	348	348	
Other mill products	152	418							152	418	570	570	
" pack. house prod.	101	68							101	68	169	169	
" woods	3	38,646							3	38,646	38,649	38,649	
Ore, all other	3,900								3,900		3,900		3,900
Peas	5								5		5	5	
Petroleum	146	132							446	132	578	578	
Poultry, game and fish		44								44	44	44	
Potatoes	8	544							8	544	552	552	
Sawed lumber	112	96,684		34,887					112	131,571	131,683	131,683	
Shingles		36								36	36	36	
Square timber		400		672						1,072	1,072	1,072	
Sugar	436	54							436	54	490	490	
Salt	740	11							740	11	751	751	
Sand and stone	75	93,286							75	93,286	93,361	93,361	
Wheat	130								130		130	130	
Wines, liquors and beers	621	54							621	54	675	675	
Wool													
Total freight	57,330	238,317		35,559			3,926		61,256	273,876	335,132	325,059	10,073

TABLE 7, No. 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts.	403	185							403	185	588	588	
All other animals	616	1,997							616	1,997	2,613	2,613	
Buckwheat		1								1	1	1	
Cement, bricks, etc	238	318							238	318	556	508	48
Coal, hard	678	278						8,498	678	8,776	9,454	101	9,353
" soft	459	229						135	459	364	823	688	135
Corn	22	59							22	59	81	81	
Dressed meats	3	9							3	9	12	12	
Flour	196	170							196	170	366	366	
Fruits and vegetables	83	138							83	138	221	221	
Hay	432	27							432	27	459	459	
Hides and leather	16	2							16	2	18	18	
Household goods	201	180							201	180	381	381	
Iron, pig and bloom	559	56							559	56	615	615	
Iron and steel, all other	448	67							448	67	515	515	
Live stock	11	16							11	16	27	27	
Merchandise	5,735	2,113							5,735	2,113	7,848	7,848	
Oats	18	430							18	430	448	448	
Other mill products	123	199							123	199	322	322	
" pack. house prod.	190	120							190	120	310	310	
" woods	1,133	1,900							1,133	1,900	3,033	3,033	
Ore, all other	404		203						634		634	634	
" iron		3								3	3	3	
Peas	21								21		21	21	
Petroleum	283	347							283	347	630	630	
Poultry, game and fish	25	2							25	2	27	27	
Potatoes	7	9							7	9	16	16	
Pulpwood	75	1,098							75	1,098	1,173	1,173	
Sawed lumber	2,081	8,348							2,081	8,348	10,429	10,429	
Shingles	39	26							39	26	65	65	
Square timber	339	2							339	2	341	341	
Sugar	515	158							515	158	673	673	
Salt	645	164							645	164	809	809	
Sand and stone	64,111	43,170							64,111	43,170	107,281	107,281	
Wheat	6	86							6	86	92	92	
Wines, liquors and beers	749	102							749	102	851	851	
Wool									3		3	3	
Total freight	80,867	62,009	230					8,633	81,097	70 642	151,739	142,203	9,536

TABLE 7, No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implem'ts	14	15							14	15	29	29	
All other animals	34	29							34	29	63	63	
Cement, bricks, etc	209	221							209	221	430	430	
Coal, hard	72	6							72	6	78	78	
" Soft	267	18							267	18	285	285	
Dressed meats	1	1							1	1	2	2	
Flour	68	12							68	12	80	80	
Fruits and vegetables	4								4		4	4	
Hay	73	15							73	15	88	88	
Household goods	121	24							121	24	145	145	
Iron, pig and bloom	9								9		9	9	
Live stock	226	45							226	45	271	271	
Merchandise	1,538	773							1,538	773	2,311	2,311	
Oats	24								24		24	24	
Other mill products	112	21							112	21	133	133	
" woods	10,845	26,404						175	10,845	26,579	37,424	37,424	
" Iron	4								4		4	4	
Peas	6								6		6	6	
Petroleum	77	11							77	11	88	88	
Potatoes	88	3							88	3	91	91	
Pulpwood	150	21,816							150	21,816	21,966	21,966	
Sawed lumber	841	1,919							841	1,919	2,760	2,760	
Shingles	46	40							46	40	86	86	
Square timber	147	90							147	90	237	237	
Sugar	15								15		15	15	
Salt		2								2	2	2	
Sand and stone	166	535							166	535	701	701	
Wheat	360	9							360	9	369	369	
Wines, liquors and beers	14								14		14	14	
Wool													
Total freight	15,531	52,009						175	15,531	52,184	67,715	67,715	

TABLE 7, No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Andrew's canal during the Season of Navigation in 1914.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Cement, bricks, etc		150								150	150	150	
Coal, Hard	240								240		240	240	
" Soft	20								20		20	20	
Flour		12								12	12	12	
Iron and steel, all other		18								18	18	18	
Merchandise	3	116							3	116	119	119	
Oats		10								10	10	10	
Other woods	3,745								3,745		3,745	3,745	
Petroleum		1								1	1	1	
Poultry, game and fish	1								1		1	1	
Pulpwood	2,280								2,280		2,280	2,280	
Sawed lumber		25								25	25	25	
Sand and stone	35,392								35,392		35,392	35,392	
Total freight	41,681	332							41,681	332	42,013	42,013	

TABLE 8.—Statement showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class	Steam Vessels.	No.	Tonnage.	Class	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,704 tons	1	5,704	1	5,000 to ..... tons		
2	4,000 " 5,000 "	3	13,550	2	4,000 " 5,000 "		
3	3,000 " 4,000 "	3	10,750	3	3,000 " 4,000 "		
4	2,000 " 3,000 "	13	29,950	4	2,000 " 3,000 "		
5	1,000 " 2,000 "	75	97,700	5	1,000 " 2,000 "		
6	Under 1,000 "	56	13,460	6	Under 1,000 "	61	12,215
	Total	151	171,114		Total	61	12,215

WELLAND

1	250 to 1,900 tons	112	118,725	1	250 to 1,250 tons	29	18,800
2	200 " 249 "	5	1,050	2	200 " 249	7	1,650
3	150 " 199 "	3	500	3	150 " 199	3	450
4	100 " 149 "	3	375	4	100 " 149	7	700
5	50 " 99 "	11	820	5	50 " 99 "	4	230
6	Under 50 "	31	880	6	Under 50 "	2	45
	Total	165	122,350		Total	52	21,875

ST. LAWRENCE

1	250 to 1,667 tons	114	115,147	1	250 to 1,226 tons	75	34,250
2	200 " 249 "	4	860	2	200 " 249 "	7	1,450
3	150 " 199 "	4	660	3	150 " 199 "	43	5,620
4	100 " 149 "	11	1,350	4	100 " 149 "	48	5,700
5	50 " 99 "	29	1,985	5	50 " 99 "	28	2,195
6	Under 50 "	43	960	6	Under 50 "	5	115
	Total	205	120,962		Total	206	24,330

RIDEAU, OTTAWA AND

1	250 to 370 tons	4	1,260	1	250 to 380 tons	5	1,520
2	200 " 249 "			3	510 " 249 "	3	510
3	150 " 199 "	5	860	3	150 " 199 "	32	5,310
4	100 " 149 "	5	580	4	100 " 149 "	32	3,840
5	50 " 99 "	12	680	5	50 " 99 "	22	1,500
6	Under 50 "	31	535	6	Under 50 "	21	370
	Total	57	3,915		Total	115	13,050

passed through the following canals during the Season of Navigation in 1914.

MARIE CANAL.

UNITED STATES.

Class	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 " 6,498 tons	71	385,848	1	5,000 to ..... tons	....	.....
2	4,000 " 5,000 "	79	354,650	2	4,000 " 5,000 "	....	.....
3	3,000 " 4,000 "	103	356,200	3	3,000 " 4,000 "	1	3,150
4	2,000 " 3,000 "	32	86,400	4	2,000 " 3,000 "	1	2,100
5	1,000 " 2,000 "	16	27,550	5	1,000 " 2,000 "	....	.....
6	Under 1,000 "	28	9,550	6	Under 1,000 "	6	1,925
	Total	329	1,220,198	....	Total	8	7,175

CANAL.

1	250 to 2,000 tons	61	67,950	1	250 " 900 tons	14	6,625
2	200 " 249 "	3	600	2	200 " 249 "	4	800
3	150 " 199 "	3	475	3	150 " 199 "	3	475
4	100 " 149 "	5	550	4	100 " 149 "	6	600
5	50 " 99 "	11	720	5	50 " 99 "	2	160
6	Under 50 "	39	535	39		6	130
	Total	122	70,830		Total	35	8,790

CANAL.

1	250 to 1,565 tons	25	24,973	1	250 to 700 tons	11	3,860
2	200 " 249 "	3	640	2	200 " 249 "	3	640
3	150 " 199 "	6	980	3	150 " 199 "	....	.....
4	100 " 149 "	....	.....	4	100 " 149 "	78	8,050
5	50 " 99 "	6	405	5	50 " 99 "	23	2,010
6	Under 50 "	5	105	6	Under "	....	.....
	Totals	45	27,103		Total	115	14,560

CHAMBLY CANALS.

1	250 to ... tons	....	.....	1	250 to ... tons	....	.....
2	200 " 249 "	....	.....	2	200 " 249 "	....	.....
3	150 " 199 "	....	.....	3	150 " 119 "	6	960
4	100 " 149 "	....	.....	4	100 " 149 "	82	14,810
5	50 " 99 "	2	130	5	50 " 99 "	38	30,365
6	Under 50 "	1	30	6	Under 50 "	1	35
	Total	3	160		Total	127	46,170

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	$8\frac{1}{2}$
Lake St. Louis and river St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal	$11\frac{1}{4}$
River St. Lawrence	5
4. Farran's Point canal	$1\frac{1}{2}$
River St. Lawrence	$9\frac{1}{2}$
5. Rapide Plat canal	$3\frac{3}{8}$
River St. Lawrence	4
6. Galops canal	$7\frac{1}{3}$
River St. Lawrence and lake Ontario	228
7. Welland canal	$26\frac{3}{4}$
Lake Erie, Detroit river, lake St. Clair, lake Huron, &c.	574
8. Sault Ste. Marie canal	$1\frac{1}{4}$
Lake Superior to Port Arthur	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Ottawa to lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to lake Huron at mouth of river Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and lake Superior are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the river St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821	
" completed	1825	
First enlargement commenced	1843	
" completed	1848	
Second enlargement commenced	1873	
" completed	1901	
Length of canal		8½ statute miles.
Number of locks		5
Dimensions of locks		270 feet by 45 feet.
Total rise of lockage	45	"
Depth of water on sills at two locks	18	"
" at three locks	14	"
Average width of new canal	150	"

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the river St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892	
Open for traffic	1899	
Length of canal	14	statute miles.
Number of locks, lift	4	
" guard	1	
Dimensions of locks	280	feet by 45 feet.
Total rise of lockage	84	"
Depth of water on sills	15	"
Breadth of canal at bottom	100	"
" " water surface	164	"
Number of arc lights	219 of 2,000 c.p. each.	

The canal extends from Cascade point to Coteau landing, overcoming the Cascade rapids, Cedar rapid and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844	
" opened	1847	
Enlargement commenced	1897	
" completed	1900	
Length of canal	11 statute miles.	
Number of locks	6	
Dimensions of locks	270 feet by 75 feet.	
Total rise of lockage	48	"
Depth of water on sills	14	"
Breadth of canal at bottom	90	"
" " water surface	154	"

The old lift locks, 200 ft by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through lake St. Francis of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat, and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet		1844
Opened		1847
Enlargement commenced		1897
" completed		1900
Length of canal	1½ miles.	
Number of locks	1	
New lock	800 feet by 45 feet.	
Old lock	200 " "	
Total rise of lockage	3½ feet.	
Depth of water on sills of new lock	14 "	
Depth of water on sills of old lock	9 "	
Breadth of canal at bottom	90 "	
Breadth of canal at water surface	154 "	

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the river St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet		1844
" opened		1847
Enlargement commenced		1884
" completed		1897
Length of canal	3⅔ miles.	
Number of locks	2	
Dimensions of locks	270 feet by 45 feet.	
Total rise in lockage	11½ feet.	
Depth of water on sills	14 "	
Breadth of canal at bottom	80 "	
Breadth of canal at surface of water	152 "	

The old lift lock, 200 by 45 feet, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	$7\frac{3}{4}$ miles.
Number of locks	3
Dimension of locks (one of which is a guard lock)	800 by 50. 270 by 45. 303 by 45.
Total rise of lockage	$15\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable $4\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5 1-6 miles.
Breadth at bottom	80 feet.
Breadth at water surface	124 "
Depth below lowest known lake level	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, lake Ontario, to Port Colborne, lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	$27\frac{1}{2}$ miles.	$26\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks — lift	26	25
Number of locks — guard	1	1
Dimensions	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	270 feet x 45 feet.
Total rise of lockage	$326\frac{3}{4}$ feet	$326\frac{3}{4}$ feet.
Depth of water on sills	$10\frac{1}{4}$ "	14 "
Construction commenced, 8 feet		1824
" completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to river Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to river Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down river Welland	10 feet.
Depth of water on sills	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 300 by 45 " 28 "
Total rise of lockage	10 feet.
Depth of water on sills	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise of lockage	7 "
Depth of water on sills	7½ "

The Welland canal has two entrances from lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	7,472 feet.
Number of locks	1
Dimensions of locks	900 " by 60 feet.
Depth of water on sills (at lowest known water level)	18 " 3 inches.
Total rise or lockage	18 "
Breadth of canal at bottom	141 " 8 inches.
Breadth at surface of water	150 "

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON:

This route extends from the harbour of Montreal to the port of Kingston' passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock	Grenville canal.
Carillon canal.	Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers	⅛	23⅝
Ste. Anne's lock to Carillon canal	27	50⅝
The Carillon canal	¼	50⅞
The Carillon to Grenville canal	6¼	57⅛
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

Construction commenced	1814
" completed	1816
Rebuilt of wood	1833
" in masonry	1843

	Old Lock.	New Lock.
Length of canal	⅛ mile	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise of lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$\frac{3}{4}$ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the lake of Two Mountains and the river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet
Total rise or lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 ft.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the river Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the river Ottawa, at the city of Ottawa, with the eastern end of lake Ontario, at Kingston

Length of navigation waters		$126\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston		35 ascending. 14 descending.
Total lockage $457\frac{1}{2}$ feet.	$292\frac{1}{2}$ rise and $165\frac{1}{4}$ fall	at low water.
Dimensions of locks		134 x 33 feet.
Depth of water on sills		5 feet.
Navigation depth through the several reaches		5 "
Breadth of canal reaches at bottom		60 ft. in earth. 54 feet in rock.
Breadth of canal at surface of water		80 feet in earth.

PERTH BRANCH.

Construction commenced	1883	
" completed	1892	
Length of canal	7	miles.
Number of locks	2	
Dimensions of locks	134	feet x 33 feet.
Total rise or lockage	26	"
Depth of water on sills	5	" 6 inches.
Length of dam	200	"
Breadth of canal at bottom	40	" in rock.
	60	" in clay.
Breadth of canal at surface of water	80	"

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the source of supply:-

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the river Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the river Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin of Chambly; thence by the Chambly canal, to St. Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of lake Champlain is entered, and connection is obtained with the river Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844	
" completed	1849	
Length	$\frac{1}{8}$	mile.
Number of locks	1	
Dimensions of lock	200	feet by 45 feet.
Total rise of lockage	5	"
Depth of waater on sills	7	feet at low water.
Length of dam in eastern channel	300	"
Length of dam in western channel	690	"

At St. Ours, 14 miles from Sorel, the river Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831		
" completed	1843		
Length of canal	12	miles.	
Number of locks	9		
Dimensions of locks:—			
Guard lock, No. 1, at St. Johns	122	feet.	
Lift " 2	124	"	From $22\frac{1}{2}$ to
" " 3, 4, 5, 6	118	"	24 feet wide
" " 7, 8, 9 combined	125	"	
Total rise or lockage	74	"	
Depth of water on sills	$6\frac{1}{2}$	"	
Breadth of canal at bottom	36	"	
Breadth of canal at surface of water	60	"	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between lake Ontario and lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the bay of Quinté, lake Ontario, to lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between lake Huron and lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe; thence by the river Severn to Georgian bay, lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme

is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through lake Scugog to Port Perry, a distance of 174 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:

From Trenton, bay of Quinté to Nine Mile rapids:—		
Nine Mile rapids to Percy landing	19½	9
Percy landing to Heeley's Falls dam	—	14½
Heeley's Falls dam to Peterborough	51¾	—
Peterborough to Lakefield	—	9½
Lakefield to a point across Balsam lake	61	—
	132¼	33
Total distance, bay of Quinté to a point across Balsam lake		165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of lake Scugog		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine mile rapids of the river Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.				
2	Locks at	Fenelon	134′x33′x5′ 0″ to 7′ 6″	deep water on	mitre sill
1	"	Lindsay	134′x33′x5′ 0″ to 7′ 6″	"	"
1	"	Bobcaygeon	134′x33′x5′ 8″ to 7′ 0″	"	"
1	"	Buckhorn	134′x33′x5′ 0″ to 9′ 0″	"	"
1	"	Lovesick	134′x33′x5′ 0″ to 9′ 4″	"	"
2	"	Burleigh	134′x33′x6′ 0″ to 8′ 0″	"	"
1	"	Young's pt.	134′x33′x5′ 0″ to 14′ 0″	"	"
1	"	Peterborough	134′x33′x5′ 0″ to 10′ 0″	"	"
1	"	Hastings	134′x33′x7′ 0″ to 10′ 6″	"	"
1	"	Chisholms	134′x33′x5′ 0″ to 8′ 6″	"	"
12					

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal about 2,600 feet.	
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	7 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width and gives access to the Atlantic.....

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

COTEAU DU LAC CANAL.

Construction	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington bay, Ontario. They were:

BURLINGTON BAY CANAL..

Construction	commenced	1825
"	completed	1832

DESJARDINS CANAL.

Construction	commenced	1826
"	completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1914

(From sworn Returns furnished by the several Railway Companies.)

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
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[No. 20b—1915.] 1915

To Field Marshal His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, etc, etc, etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1914.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1914.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS.

OTTAWA, December 23, 1914.

A. W. Campbell, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1914.

Returns in proper form were received from all the various steam railway units throughout the Dominion. The facts in detail will be found in the tables which follow these introductory observations and summaries. They reveal in some aspects a slight setback from the strong upward movement which had characterized the reports of recent years in particular. The causes for any declines which may be disclosed were not local or national, but are to be found in conditions which have affected the commerce and finances of the world at large.

ELECTRIC RAILWAYS.

Statistics with regard to electric railways will be found at the end of these introductory comments, and also in tables following those in relation to steam railways.

RAILWAY MILEAGE.

The aggregate of railway mileage officially regarded as being in operation on June 30, 1914, was 30,794.54, the increment over the preceding year being 1,491.01 miles.

The details of the mileage, by provinces, will be found on a succeeding page in this introduction, and also in tables in the body of the report.

During the year, special care was taken to ascertain by official inquiry the volume and location of mileage in process of construction. The facts were found to be as follow:—

Province.	Surveyed.	Under Contract.	Completed.	In Operation.	Total.
Manitoba	354·00	108·33	133·85	102·70	698·88
British Columbia	3,577·69	1,234·98	698·08	598·20	6·108·95
Quebec	439·00	945·63	43·29	1·70	1,429·62
Ontario	531·84	1,841·06	835·71	465·20	3,673·81
New Brunswick	57·00	167·55			224·55
Saskatchewan	3,458·00	340·37	555·40	587·19	4,940·96
Alberta	3,054·47	804·95	1,188·93	688·23	5,736·58
Nova Scotia		78·02			78·02
Total	11,472·00	5,520·89	3,417·26	2,443·22	22,891·37

Following is a comparison of mileage under construction in 1913 and 1914:—

	1913.	1914
Surveyed	6,557·87	11,472·00
Under contract	8,591·40	5,520·89
Completed	2,956·37	3,417·26
In operation	541·96	2,443·22
Total	18,647·60	22,891·37

It will be observed that a preponderance of the mileage under construction is located in the western provinces.

The history of railway mileage in Canada is here brought down to the year 1914:—

Year.	Miles in operation.	Year.	Miles in operation.
1835	0	1875	4,804
1836	16	1876	5,218
1837	16	1877	5,782
1838	16	1878	6,226
1839	16	1879	6,858
1840	16	1880	7,194
1841	16	1881	7,331
1842	16	1882	8,697
1843	16	1883	9,577
1844	16	1884	10,273
1845	16	1885	10,773
1846	16	1886	11,793
1847	54	1887	12,184
1848	54	1888	12,163
1849	54	1889	12,628
1850	66	1890	13,151
1851	159	1891	13,338
1852	205	1892	14,564
1853	506	1893	15,005
1854	764	1894	15,627
1955	877	1895	15,977
1856	1,414	1896	16,270
1857	1,444	1897	16,550
1858	1,863	1898	16,870
1859	1,994	1899	17,250
1860	2,065	1900	17,657
1861	2,146	1901	18,140
1862	2,189	1902	18,714
1863	2,189	1903	18,988
1864	2,189	1904	19,431
1865	2,240	1905	20,487
1866	2,278	1906	21,353
1867	2,278	1907	22,452
1868	2,270	1908	22,966
1869	2,524	1909	24,104
1870	2,617	1910	24,731
1871	2,695	1911	25,400
1872	2,899	1912	26,727
1873	3,832	1913	29,304
1874	4,331	1914	30,795

Operating mileage in 1914 was distributed among the various provinces as follows:—

Provinces.	Miles.	Increase.
Nova Scotia	1,365·12	5·15
Prince Edward Island	279·23	.....
New Brunswick	1,839·32	294·65
Quebec	4,043·32	57·29
Ontario	9,255·02	255·26
Manitoba	4,075·45	82·17
Saskatchewan	5,089·16	438·20
Alberta	2,544·40	332·18
British Columbia	1,978·35	27·43
Yukon	101·71	.....
In United States	223·46	(1)1·32
Total	30,794·54	1,491·01

(1)Decrease.

The mileage in the United States is special in character. It consists wholly of those sections of the Canadian Pacific and Canadian Northern, for example, which happen to cross American territory and form parts of continuous lines passing from one part of Canada to another. A very large railway mileage in the United States is owned by Canadian corporations; but none of it is included in the foregoing table.

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Province.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Ontario	7,638	7,933	8,229	8,230	8,322	8,546	9,000	9,255
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043
Manitoba	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978
New Brunswick	1,503	1,509	1,547	1,522	1,548	1,545	1,545	1,839
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365
Prince Edward Island	267	267	269	269	269	269	279	279
Yukon	91	91	91	91	102	102	102	102
In United States	.....	.....	.....	.....	.....	.....	225	224

The addition to second track in 1914 amounted to 308.87 miles, as against 232 miles in 1913, and 142 miles in 1912. The aggregate of double track on June 30 last was 2,292·79 miles.

Yard track and sidings were increased by 582·78 miles in 1914, bringing the total up to 7,517.57.

The totals of second track and yard track and sidings since 1907 are as follow:—

	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,984	2,293
Yard track and sidings	4,092	4,546	4,761	5,155	5,550	6,149	6,935	7,518

Combining single track, second track, and yard track and siding mileage, the totals since 1907 are as follow:—

Year.	Miles.	Increase.
1907	27,967	
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070
1913	38,223	3,594
1914	40,605	2,382

Tables 1, 2, and 3 will afford information in detail with respect to railway mileage.

RAILWAY CAPITAL.

The capitalization of Canadian railways actually and officially in operation stood at $1,808,820,761 on June 30, 1914, as compared with $1,531,830,692 in 1913. This involved an increment of $276,990,069. The details will be found in table 4.

The foregoing total for 1914 was made up of the following items:—

Stocks	$ 853,110,653
Debenture stock	173,307,470
Funded debt	782,402,638
Total	$1,808,820,761

There was for the year an increase of $107,844,383 in stocks of both classes, and of $169,145,686 in bonds.

Funded debt was distributed as follows:—

Bonds	$ 711,742,135
Miscellaneous obligations	18,628,252
Income bonds	27,022,751
Equipment trust obligations	25,009,500
Total	$ 782,402,638

In addition to the capitilization of railways in operation on June 30, 1914, the following liability attached to lines officially regarded as being under construction:—

Stocks	$ 64,637,500
Funded debt	88,669,809
Total	$ 153,307,309

The details of capital liability attaching to railways under construction will be found in table 4a.

Combining the capitalization of operating railways and railways under construction, following is the result:—

Stocks	$ 917,748,153
Consolidated debenture stock	173,307,470
Funded debt	871,072,447
Total	1,962,128,070

As was announced last year, there has been a careful revision of the capital statement of railways, as a result of which all dead issues of either stocks or bonds, as well as duplication of liability, have been eliminated.

It has long been a popular thing to measure the capital liability of railways by mileage, and there is no particular objection to such a course, so long as undue significance is not attached to the result. The value of comparisons made on such a basis must always turn upon actual conditions. So far as Canada is concerned, the mileage standard of measurement can only be properly applied to a special statement of facts. It would not do, for example, to use the operative mileage as the devisor of liability, since there is a very considerable mileage—as, for example, that of government-owned lines—for which neither stocks nor bonds have been issued. On the other hand, both the mileage and funded debt of the Grand Trunk Pacific must be omitted from the calculation, since a considerable portion of that system is still in the construction stage. Having regard to these conditions, the situation is properly presented as follows:—

STOCKS.	1913	1914
Dividend paying	$ 421,072,361	$ 492,580,812
Non-dividend	308,302,155	360,529,841
Amount of dividends	27,333,373	30,434,601
Per cent on dividend paying	6·45	6·17
Per cent on all stocks	3·72	3·56
Per mile of line	28,771	30,138
FUNDED DEBT.		
Total outstanding	$ 477,820,834	$ 617,561,386
Per mile of operating line affected	18,209	23,481
CONSOLIDATED DEBENTURE STOCK.		
Amount outstanding (C.P.R.)	$ 163,257,224	$ 173,307,470
Interest	6,337,188	6,809,520
Per mile of line affected	14,187	14,503

Consolidating the foregoing items, we have the following result with respect to capitalization per mile of line in 1914:—

	Per mile.
All stocks	$ 30,138
Funded debt of lines affected	23,481
Debenture stock (C.P.R)	14,305

These amounts must not be added together. The actual liability is the funded debt, and that amounted in 1914 to $23,481 per mile of the lines concerned. Stocks are not a liability. They do not constitute a lien on physical property. The consolidated debenture stock of the Canadian Pacific Railway provides security merely for a stipulated rate of interest, not for the principal and interest, and cannot therefore be classified with bonds.

The mileage to which stocks applied was 28,307, to which bonds applied was 26,300, and to which consolidated debenture stock applied was 11,950.

The following facts with respect to government-owned and operated lines will be instructive:—

	Miles.	Capital cost.	Cost per mile.
Intercolonial	1,455	$ 103,035,580	$ 70,815
Prince Edward Island	279	8,920,623	31,973
Temiskaming and Northern Ontario	334	19,813,245	59,321
New Brunswick Coal and Railway	58	1,936,600	32,217
Total	2,123	133,706,048	

Following is a table showing the facts with respect to the capital liability of Canadian railways since 1876:—

Year.	Stocks.	DebentureStock	Funded Debt.	Total.
	$	$	$	$
1876	180,955,657		76,079,531	257,035,188
1877	182,578,994		79,676,382	262,255,376
1878	191,331,767		83,710,938	275,042,705
1879	192,674,553		81,151,628	273,826,181
1880	189,956,177		80,661,316	270,617,493
1881	199,527,981		84,891,313	284,418,293
1882	216,468,465		92,487,932	306,956,397
1883	269,092,615		102,134,295	371,226,910
1884	285,077,822		109,310,963	394,388,785
1885	312,183,162		141,370,963	453,553,125
1886	317,141,948		169,359,306	486,501,254
1887	324,128,738		194,801,553	588,930,291
1888	327,493,882		228,617,728	556,111,610
1889	332,559,672		261,675,226	584,234,898
1890	338,177,386		266,885,707	605,063,093
1891	339,769,786		292,291,654	632,061,440
1892	344,400,282		305,120,200	649,520,482
1893	371,877,287		307,225,888	679,103,175
1894	361,760,508		327,003,803	688,764,311
1895	361,449,590		330,785,546	692,235,136
1896	361,075,340		336,137,601	697,212,941
1897	367,611,048		348,834,086	716,445,134
1898	378,141,790		354,946,865	733,098,655
1899	391,300,360		362,053,495	753,353,855
1900	410,326,095		373,716,704	784,042,799
1901	424,414,314		391,696,523	816,110,837
1902	460,401,863		404,806,847	865,208,710
1903	483,770,312		424,100,762	907,871,074
1904	492,752,530		449,114,035	941,866,565
1905	526,353,951		465,543,967	991,897,918
1906	561,655,395		504,226,234	1,065,881,629
1907	588,563,591		583,369,217	1,171,937,808
1908	607,891,349		631,869,664	1,239,761,013
1909	647,534,647		660,946,769	1,308,481,416
1910	687,557,387		722,740,300	1,410,297,687
1911	749,207,687		779,481,514	1,528,689,201
1912	770,459,351		818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761

The reductions in 1913 were due wholly to the revision which took place in that year, and resulted in the elimination of a considerable volume of dead issues and duplications.

The relationship of dividends and net earnings to share capital during the past seven years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks	Net Earnings.	Stocks and Debenture Stock.	Per cent
	$	$	$	$	$	$	$	
1907			588,568,591	12,760,435	2·17	42,989,537	588,568,591	7·30
1908			607,891,349	12,955,243	2·11	39,614,171	607,891,349	6·51
1909			647,534,647	19,230,126	2·97	40,456,252	647,534,647	6·24
1910			687,557,387	21,747,914	3·16	53,550,777	687,557,387	7·78
1911			749,207,687	30,577,740	4·08	57,698,709	749,207,687	7·70
1912			770,459,351	31,164,791	4·04	68,677,213	770,459,351	8·91
1913	163,257,224	6,337,188	755,316,516	27,333,373	3·72	74,671,160	918,573,740	8·13
1914	173,307,470	6,805,320	853,110,653	30,434,601	3·56	64,108,280	1,026,418,123	6·25

Net earnings in the foregoing table are the difference between gross receipts and operating expenses. Net earnings in the accounting, and not the popular, sense are shown under the head of Income Account on a page farther along.

It must be borne in mind that prior to 1913 the interest on the debenture stock of the Canadian Pacific was included with dividends.

There was an increase of $3,101,228 in the aggregate of dividends paid, as compared with 1913.

AID TO RAILWAYS.

The total amount of cash aid given during the year was $16,106,319.32—the largest in the history of Canadian railways. This contribution was made up as follows:—

By the Dominion	$15,583,059 32
By the provinces	523,260 00
	$16,106,319 32

The details with respect to cash subventions, loans, etc., in aid of railways will be found in table 5.

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	5,877,078 63
1879	26,438,914 00	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	a16,676,266 29	8,395,944 63
1882	37,731,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1885	92,762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,320,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	c90,644,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 90
1893	100,422,165 09	28,229,355 49	14,272,456 99
1894	102,087,290 06	29,368,697 75	14,374,610 99
1895	†103,451,148 93	29,727,512 63	14,376,686 99
1896	101,961,763 91	30,055,946 30	14,463,756 99
1897	102,458,434 71	31,171,346 65	15,902,367 99
1898	103,878,261 66	31,495,555 48	15,928,167 99
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,760,795 70	31,310,170 06	16,173,303 45
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 41	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	b35,132,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	d146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60
1912	e154,075,235 09	35,945,515 16	18,051,323 60
1913	163,251,469 42	36,500,015 16	18,078,673 60
1914	178,834,528 74	37,023,275 16	f17,914,836 40

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.

†Included loan $29,880,912 to C. P. Railway; not reported later.

cEastern extension $1,284,495.76 now included in I. C. Railway.

‡Incorrect total of $2,394,000 shown to the North Shore Railway.

aDecrease of $1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway, ($10,570,549) as formerly.

dThis includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

eThis amount includes a payment of $4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

fThis reduction is due to the repayment of a loan.

Following is an analysis of the cash subsidies paid by the various Provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821,00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,992,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9,496,146 80
1884	4,012,908 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,989 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00			14,179,715 93
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,865,165 00		386,250 00	16,674,174 01
1888	5,948,007 52	4,788,319 41	1,654,776 13	4,243,091 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,948,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,208,965 48	37,500 00	2,380,690 00	19,831,732 56
1891	6,069,565 12	6,237,866 03	2,005 865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22,647,192 68
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,204,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1903	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,888 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,193 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1906	8,737,722 41	12,304,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 01	12,304,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,872,749 68
1909	9,038,296 0	12,328,196 52	6,366,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,864 03
1910	9,198,616 01	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 04
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,209 00	2,878,887 02	36,506,695 04
1912	9,204,616 0	12,333,196 52	6,440,454 75	4,907,486 71	801,209 00	2,878,887 02	36,532,850 04
1913	9,554,616 01	12,333,196 52	6,440,454 75	4,907,486 71	1,008,707 00	2,878,887 02	37,087,350 04
1914	9,554,616 04	12,333,196 52	6,987,849 75	4,907,486 71	984,572 00	2,878,887 02	37,646,608 04

The cash aid given by municipalities is shown, by Provinces, in the following table:-

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00		127,500 00				4,415,120 13
1876	4,460,505 70	513,000 00		210,500 00				5,384,005 70
1877	4,748,299 31	635,000 00		223,500 00				5,606,799 31
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00				6,877,078 63
1879	5,407 934 01	1,532,044 62	175,000 00	293,500 00				7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00				8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00				8,305,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00				9,080,944 63
1883	6,948,411 32	2,125,144 52	250,000 00	293,500 00				9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00				,9875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00		265,000 00		11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00		480,600 00		11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00		11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00		11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00		11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	286,500 00	37,500 00	490,600 00		11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00		11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00		14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37 500 00	490,600 00		14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37 500 00	490,600 00		14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,000 00	22,261 29	16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1901	12,102,164 37	2,942,929 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1902	12,163,164 37	3,118,519 20	370 559 17	336,000 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17	336 500 00	37,500 00	490 600 00	22,261 29	16,651,044 46
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490 600 00	22,261 29	17,346,634 36
1905	12,930,290 81	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1906	12,961,290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 16
1907	12,966,197 80	3,127,536 08	481,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1908	12,983,079 24	3,137,536 08	481,898 10	341,500 00	180,952 50	480,600 00	22,261 29	17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 00	490,600 00	22,261 28	18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,202 50	490 600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces and by municipalities:—

DOMINION.

Cash subsidies	$ 105,318,204 95
Loans	25,576,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement Clause, G.T.P. agreement	4,994,416 66
Total	$ 178,834,528 74

The purchase of Grand Trunk Pacific bonds aggregating $33,116,000, by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government is also constructing the Eastern Division of the National Transcontinental railway, on which an expenditure of $142,970,-793.19 had taken place up to March 31, 1914.

PROVINCES.

Cash subsidies	$ 29,526,245 16
Loans	7,197,030 00
Subscriptions to shares	300,000 00
Total	$ 37,023,275 16

NOTE—$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies	$ 12,670,837 78
Loans	2,404,498 62
Subscription to shares	2,839,500 00
Total	$ 17,914,836 40

NOTE—A loan of $186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

	Acres.
By the Dominion	31,864,074
By the Province of Quebec*	1,198,650
By the Province of British Columbia	8,119,221
By the Province of New Brunswick	1,647,772
By the Province of Nova Scotia	160,000
By the Province of Ontario	624,232
Total	43,613,949

*See explanatory paragraph.

An explanation is necessary in the case of the province of Quebec. The land grants by that province have been on a different basis from that adopted by the other provinces. The record, as officially reported, is as follows:—

Acres granted—convertible	13,324,950
Converted at 52½ cents per acre	6,995,599
Amount of conversion	4,557,728
Acres granted—not convertible	10,397,024
Acres earned—not convertible	1,198,650

GUARANTEES.

In view of the somewhat rapid increase during recent years in the volume of guarantees—a form of aid which has to a large extent taken the place of cash and land subsidies—special care was taken to ascertain the facts. The situation on June 30 was as follows:—

	Authorized.	Bonds executed.	Guarantees earned.
	$	$	$
Dominion	188,965,063	127,965,063	127,965,063
Manitoba	25,221,580	25,221,580	24,589,057
Alberta	55,810,450	40,200,450	17,561,778
Saskatchewan	41,625,000	21,651,459	21,651,459
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	80,322,072	39,357,072	30,647,072
New Brunswick	6,063,000	6,063,000	4,806,965
Quebec	392,000	392,000	392,000
Total	406,259,165	268,710,264	235,473,394

It must be understood that $33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding three years, as published in Railway Statistics for 1913, were as follow:—

	1911.	1912.	1913.
	$	$	$
Dominion	52,439,865	91,983,553	95,486,590
Manitoba	20,899,660	20,899,660	24,059,447
Alberta	25,743,000	45,489,000	45,489,000
Saskatchewan	11,999,000	32,500,000	33,735,000
Ontario	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000	5,022,000
British Columbia	23,196,832	38,946,832	59,262,072
New Brunswick	700,000	1,893,000	3,654,265
Quebec	476,000	476,000	392,000
Total	148,336,357	245,070,045	274,960,374

Inasmuch as the account is presented in a different form this year, it is not practicable to make a direct comparison of the 1914 figures with those of preceding years. The amount given in 1913 was believed to be the total of guarantees authorized; but it probably fell short, owing to the form in which the returns were made. Under any circumstances, there has clearly been a large increase in the volume of obligations of this class.

Following are the details of the guarantee account for the year ended June 30, 1914:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1914, is as follows:—

1. The Canadian Northern Railway Company, Cap. 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, Cap. 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, Chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,350,000 sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly.

4. The Canadian Northern Alberta Railway Company, Chapter 6, 9-10 Edward VII (1910) as amended by Chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, Cap. 71, 3 Edward VII (1903) and Cap. 24, 4 Edward VII (1904) and Cap. 98, Acts of 1905.

The guarantee is of 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public,—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, Chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

There has also been authorized by chapter 20 of the statutes of 1914, guarantees to the Canadian North Railway Company amounting to $45,000,000; and to the Grand Trunk Pacific Railway Company, by chapter 34 of the statutes of 1914, $16,000,000.

The Dominion account for guarantees is therefore summarized as follows:—Authorized, $188,965,063; earned, $94,849,063; bonds purchased, $33,116,000.

MANITOBA.

The province of Manitoba has authorized guarantees of the bonds of the Canadian Northern Railway Company as follows:—

1,243·73 miles at $10,000 per mile
675·00 miles at $13,000 per mile.

The amount of guaranteed bonds outstanding on June 30, 1914, was $25,221,580, and the amount actually earned $24,589,036.65.

The foregoing figures are taken from an official statement to the Comptroller of Statistics by the Deputy Provincial Treasurer; but it will be observed that the amount of guarantees, both authorized and earned, is larger than the total shown on a mileage basis.

ALBERTA.

—	Authorized.	Executed.	Paid.
	$	$	$
Canadian Northern	13,497,000	11,022,000	7,684,672 24
Canadian Northwestern	21,857,250	10,722,250	2,433,646 70
Grand Trunk Pacific	4,182,500	4,182,500	3,293,067 50
Edmonton, Dunvegan and British Columbia	7,000,000	7,000,000	3,638,360 00
Alberta and Great Waterways	7,000,000	7,000,000	431,440 70
Central Canada	2,000,000	.....	.....
Lacombe and Blindman Electric Railway	273,700	273,700	80,591 03
Total	55,810,450	40,200,450	17,561,778 17

SASKATCHEWAN.

The official statement from the province of Saskatchewan did not follow the prescribed form, and the facts shown therein cannot therefore be made closely comparable with the data from other provinces. The statement was as follows:—

Name of Company.	Mileage guaranteed.	Guarantee on mileage.	Proceeds of bonds realized to date.	Payments out of proceeds of bonds.
	$	$	$	$
Canadian Northern Railway Company	1155	17,325,000	11,659,320 49	9,746,140 38
Canadian Northern Saskatchewan Railway Company	255	3,825,000	782,210 60	318,739 72
Grand Trunk Pacific Branch Lines Company	760	11,400,000	9,209,927 61	8,470,473 97
Grand Trunk Pacific Saskatchewan Railway Company	605	9,075,000	Recent Legislation. No bonds sold	
Total	2,775	41,625,000	21,651,458 70	18,535,354 07

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follow:—

In the first instance the province advanced to the company $13,500 per mile on 257·25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of $13,500 per mile, less the sum of $3,200 per mile. The $3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the $3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at $4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating $4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of $13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid the amount of provincial aid it will have received will have been $3,200 per mile.

BRITISH COLUMBIA.

The official statement by the Deputy Minister of Finance shows the following situation on June 30, 1914:—

CANADIAN NORTHERN PACIFIC RAILWAY COMPANY

Amount of guarantees authorized	$ 47,965,000
Amount of guaranteed bonds outstanding (approx.)	20,000,000
Amount of guarantees actually earned	22,000,000

PACIFIC GREAT EASTERN RAILWAY.

Amount of guarantees authorized	$ 31,710,000
Amount of guaranteed bonds outstanding (approx.)	18,710,000
Amount of guarantees actually earned	8,000,000

NAKUSP & SLOCAN RAILWAY COMPANY.

Amount of guarantees authorized	$ 647,072
Amount of guaranteed bonds outstanding	Nil.
Amount of guarantees actually earned	647,072
Total guarantees	$ 80,322,072

NEW BRUNSWICK.

Name of Railway.	Amount Guaranteed.	Earned and Paid.
	$	$
International	896,000 00	896,000 0
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	4,250,000 00	2,993,964 46
Fredericton and Grand Lake	465,000 00	465,000 00
Total	6,063,000 00	4,806,964 46

In the case of the St. John and Quebec Railway, there is legislative authority to guarantee $35,000, per mile of railway, from the city of St. John to the Town of Grand Falls, estimated at 214 miles. At present, the amount of $25,000 per mile for 170 miles has been guaranteed *en bloc*, namely, $4,250,000, and held in trust for the company to be paid from time to time as earned.

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of $392,000.

INCOME ACCOUNT.

Following is a summary of the income account of railways for the year ended June 30, 1914:—

Net operating revenue		$64,406,323 74
Outside operations—		
Revenue	$23,882,141 90	
Expenses	19,784,803 62	
Net revenue	$ 4,097,338 28	
Income—other sources	13,631,031 81	$17,728,370 09
		$82,134,693 83
Less taxes		2,786,331 76
Gross corporate income		$79,348,362 07
Deductions—		
Lease of other roads	$ 3,802,835 71	
Other rents	4,138,103 99	
Interest on funded debt	19,424,895 88	
Other interest	729,542 70	
Sinking funds	9,733 33	
Other deductions	12,530,333 68	$40,635,445 29
Net corporate income		$38,712,916 78
Disposal of net corporate income—		
Dividends—common	$24,522,264 12	
Dividends—preferred	12,717,856 77	
Additions and betterments	185,945 43	
To reserve	18,498 52	
		$37,444,564 84
Balance to credit profit and loss		$ 1,268,351 94

It should be explained that the foregoing statement includes the operations of the Detroit River Tunnel Company and the International Bridge Company, the accounts of which do not appear among operating railways in tables 6, 7, and 8.

PUBLIC SERVICE OF RAILWAYS.

For the year ended June 30, 1914, the railways of Canada carried 46,702,280 passengers and 101,393,989 tons of freight.

As compared with the preceding year, this public service involved an increase of 471,515 in the number of passengers carried and a decrease of 5,598,721 in the number of tons of freight hauled.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1895	13,987,580
1876	5,544,814	1896	14,810,407
1877	6,073,233	1897	16,171,338
1878	6,443,924	1898	18,444,049
1879	6,523,816	1899	19,133,365
1880	6,462,948	1900	21,500,175
1881	6,943,671	1901	18,385,722
1882	9,352,335	1902	20,679,974
1883	9,579,984	1903	22,148,742
1884	9,982,358	1904	23,640,765
1885	9,672,599	1905	25,288,723
1886	9,861,024	1906	27,989,782
1887	10,698,638	1907	32,137,319
1888	11,416,791	1908	34,044,992
1889	12,151,105	1909	32,683,309
1890	12,821,262	1910	35,894,575
1891	13,222,568	1911	37,097,718
1892	13,533,414	1912	41,124,181
1893	13,618,027	1913	46,230,765
1894	14,462,498	1914	46,702,280

The record of freight traffic is as follows:—

Year.	Tons. of freight, 2,000 lbs.	Year.	Tons. of freight, 2,000 lbs.
1875	5,670,837	1895	21,524,421
1876	6,331,757	1896	24,266,825
1877	6,859,796	1897	25,300,331
1878	7,883,472	1898	28,785,903
1879	8,348,810	1899	31,211,753
1880	9,938,858	1900	35,946,183
1881	12,065,323	1901	36,999,371
1882	13,575,787	1902	42,376,527
1883	13,266,255	1903	47,373,417
1884	13,712,269	1904	48,097,519
1885	14,659,271	1905	50,893,957
1886	15,670,460	1906	57,966,713
1887	16,356,335	1907	63,866,135
1888	17,172,759	1908	63,071,167
1889	17,928,626	1909	66,842,258
1890	20,787,469	1910	74,482,866
1891	21,753,021	1911	79,884,282
1892	22,189,923	1912	89,444,331
1893	22,003,599	1913	106,992,710
1894	20,721,116	1914	101,393,989

PASSENGER TRAFFIC.

The number of passengers carried 1 mile was 3,089,031,194, as against 3,265,656,080 in 1913.

The number of passengers carried 1 mile per mile of line, popularly regarded as passenger density, was 100,309—a decrease of 11,044 as compared with the preceding year.

There were 1,516 passengers carried per mile of line. These figures show a decrease of 60 as against 1913.

The average receipts per passenger per mile were 2·007 cents—an increase of ·034 over the preceding year.

The total revenue for the year from the sale of passenger tickets was $62,012,296.46. This result involved a reduction of $2,429,133.53 as compared with 1913.

The aggregate of earnings from passenger train service—tickets, mails, express, baggage, etc.,—was $72,564,203.20, involving a decrease of $1,867,790.94 for the year.

The average receipts per passenger from ticket sales were $1·328, as against $1·394 in 1913.

The average number of passengers per train was 59—a falling off of 3 as compared with the preceding year.

The average passenger journey in 1914 was 66·1 miles as against 71 in 1913.

The average number of passenger cars per passenger train was 4·2—a decrease of 1·4 as compared with 1913.

The average number of passengers per passenger car was 14. In 1913 it was 11·1.

The mileage of passenger trains was 45,219,048—a decline of 435,317 for the year.

The mileage of mixed trains was 7,126,841, as compared with 7,044,194 in 1913.

The mileage of passenger train cars in 1914 was 221,828,645. In 1913 it was 299,018,114.

For the purposes of calculations respecting the service of passenger trains the mileage of mixed trains is added to that of ordinary passenger trains.

The earnings from passenger train service per train mile were $1·386, as against $1·413 in 1913.

Following is a summary of foregoing items relating to passenger traffic:

	1907.	1908.	1909.	1910.
Miles of railway	22,452	22,966	24,104	24,731
Number of passengers	32,137,319	34,044,992	32,683,300	35,894,575
Passengers carried one mile	2,049,549,813	2,081,960,864	2,033,001,225	2,466,729,664
Passengers one mile per mile of line	90,921	90,654	84,342	99,742
Passengers per mile of line	1,431	1,481	1,355	1,451
Average passenger journey (miles)	64	61	62	69
Average number of persons per train	56	54	51	59
Passenger train mileage	30,220,461	31,950,349	32,295,730	35,022,541
Mixed train mileage	5,971,414	6,210,807	7,061,580	6,441,440
Earnings from ticket sales	$39,184,437	$39,992,503	$39,073,488	$46,018,880
Earnings from passenger service	$45,730,652	$46,854,158	$45,282,326	$52,956,219
Average receipts per passenger	$1·219	$1·174	$1·195	$1·282
Average receipts per passenger per mile (cents)	1·911	1·920	1·921	1·866

	1911.	1912.	1913.	1914.
Miles of railway	25,400	26,727	29,304	30,795
Number of passengers	37,097,718	41,124,181	46,230,765	46,702,280
Passengers carried one mile	2,605,968,924	2,910,251,636	3,265,656,080	3,089,031,194
Passengers one mile per mile of line	102,597	108,888	111,353	100,309
Passengers per mile of line	1,560	1,539	1,576	1,516
Average passenger journey (miles)	70	71	71	66
Average number of passengers per train	60	62	62	59
Passenger train mileage	36,985,911	40,440,393	45,652,365	45,219,048
Mixed train mileage	6,277,468	6,473,882	7,044,194	7,126,841
Earnings from ticket sales	$50,566,894	$56,543,664	$64,441,430	$62,012,296
Earnings from passenger service	$58,317,998	$65,048,187	$74,431,994	$72,564,203
Average receipts per passenger	$1·360	$1·375	$1·394	$1·328
Average receipts per passenger per mile (cents)	1·944	1·943	1·973	2·007

FREIGHT TRAFICF.

The hauling of 101,393,989 tons of freight represented a decrease of 5·2 per cent as compared with the volume of traffic in 1913.

The number of tons hauled 1 mile was 22,063,294,685, or 969,666,611 below the figures of the preceding year.

The number of tons hauled 1 mile per mile of line, showing density of freight traffic, was 716,359. In 1913 the number was 785,820 tons.

The average receipts per ton per mile—regarded as showing earning power from freight traffic, and a standard for measurement of rates—were ·742 cent. This was a decrease of ·016 as compared with 1913.

The average number of tons per train was 353—a gain of 11 tons over 1913.

The average number of loaded cars per revenue freight train was 18·4—a betterment of ·4 for the year.

The average number of empty cars per train was 6·62 as against 5·66 in 1913.

The average number of tons per loaded freight car was 19·18, representing a gain of ·17 over the preceding year.

The average freight haul for the year was 217 miles—an increase of 1 mile as compared with 1913.

Freight revenue aggregated $163,663,744.26, showing a falling-off for the year of $11,020,896.02.

Total freight earnings, including switching charges, etc., amounted to $165,753,730.45. There was a decline here of $11,335,642.33 as against the results for 1913.

Per mile of line, gross earnings from freight service were equal to $5,382.49, as compared with $6,040.03 in 1913.

The average revenue per ton was $1·614—a decline of ·022 as against the preceding year.

The mileage of revenue freight trains and mixed trains was 62,470,034, as against 67,320,090 in 1913.

The mileage of loaded freight cars was 1,147,533,071—a decrease for the year of 64,175,421.

The mileage of empty freight cars was 413,463,359, showing an increase over 1913 of 32,415,199.

Caboose cars had a mileage of 57,553,172, as compared with 63,653,643 in 1913.

The total mileage of loaded, empty, and caboose cars for the year was 1,618,549,602—a decrease as against 1913 of 37,860,693.

Following are summaries of facts with respect to freight traffic since 1907:

	1907.	1908.	1909.	1910.
Tons hauled	63,866,135	63,071,167	66,842,258	74,482,866
Tons hauled one mile	11,687,711,830	12,961,512,519	13,160,567,550	15,712,127,701
Tons hauled one mile per mile of line	518,486	564,378	545,991	635,321
Average haul, miles	183	206	197	211
Freight train mileage	38,923,890	40,476,370	40,304,906	50,184,108
Mixed train mileage	5,971,414	6,210,807	7,061,580	6,441,440
Revenue from freight	$94,995,087	$93,746,655	$95,714,783	$116,229,894
Average tons per train	260	278	278	311
Average cars per train	16·92	16·04	16·37	18·15
Average tons per car	15·37	17·33	16·98	17·13
Average receipts per ton per mile, cent	·815	·723	·727	·739

	1911.	1912.	1913.	1914.
Tons hauled	79,884,282	89,444,331	106,992,710	101,393,989
Tons hauled one mile	16,048,478,295	19,558,190,527	23,032,951,596	22,063,294,685
Tons hauled one mile per mile of line	631,829	731,776	785,820	716,359
Average haul, miles	200	218	216	217
Freight train mileage	52,498,866	60,126,023	67,320,090	62,470,034
Mixed train mileage	6,277,468	6,473,882	7,044,194	7,126,841
Revenue from freight	$124,743,015	$148,030,269	$174,684,640	$163,663,744
Average tons per train	305	325	342	353
Average cars per train	18·03	18·19	18·00	18·40
Average tons per car	16·91	17·87	19·01	19·18
Average receipts per ton per mile, cent	·777	·757	·758	·742

Following is the record of freight tonnage per mile of line since 1875:—

1875	1,180	1895	1,347
1876	1,213	1896	1,492
1877	1,186	1897	1,529
1878	1,266	1898	1,706
1879	1,217	1899	1,809
1880	1,381	1900	2,036
1881	1,646	1901	2,040
1882	1,561	1902	2,264
1883	1,385	1903	2,495
1884	1,335	1904	2,475
1885	1,361	1905	2,484
1886	1,329	1906	2,715
1887	1,342	1907	2,844
1888	1,412	1908	2,746
1889	1,420	1909	2,773
1890	1,581	1910	3,012
1891	1,572	1911	3,145
1892	1,524	1912	3,346
1893	1,466	1913	3,651
1894	1,326	1914	3,293

Following is an analysis of the commodities which constituted the freight traffic of 1907 and the three succeeding years:—

	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain	5,776,731	5,270,935	6,837,506	7,435,573
Flour	1,402,386	1,565,008	1,758,894	1,916,934
Other mill products	654,179	835,877	1,156,071	1,037,282
Hay	803,918	643,695	861,265	1,084,966
Tobacco	10,042	23,235	26,462	40,880
Cotton	22,164	70,203	122,300	84,928
Fruit and vegetables	562,716	805,777	845,930	969,122
Other products of agriculture	289,525	183,237	354,835	321,666
Products of animals—				
Live stock	1,118,141	1,156,772	1,206,221	1,314,781
Dressed meats	400,900	455,580	554,984	546,791
Other packing-house products	463,647	444,841	436,529	277,739
Poultry, game and fish	128,432	151,100	175,081	154,820
Wool	23,472	33,318	37,236	28,814
Hides and leather	154,157	141,341	202,968	199,853
Other products of animals	180,517	89,407	194,468	242,208
Products of mines—				
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509
Bituminous coal	11,085,060	12,320,584	11,647,728	9,166,572
Coke	547,303	845,702	1,061,829	1,384,254
Ores	2,209,860	2,953,353	3,147,487	3,636,607
Stone, sand, etc	2,083,336	2,538,333	3,096,416	4,084,968
Other products of the mines	178,985	243,054	377,087	381,112
Products of forests—				
Lumber	7,542,475	10,317,541	7,759,393	7,302,037
Other products of forests	2,687,160	2,594,685	3,835,614	5,766,903
Manufactures—				
Petroleum and other oils	270,810	390,331	464,953	500,167
Sugar	232,620	451,641	701,319	617,231
Naval stores	1,674	1,742	22,509	37,007
Iron, pig and bloom	304,136	583,948	593,950	889,881
Iron and steel rails	190,380	628,988	336,678	717,081
Castings and machinery	231,159	858,914	897,849	1,189,214
Bar and steel metal	87,958	353,802	337,866	568,901
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934
Agricultural implements	223,664	281,834	306,724	434,928
Wagons, carriages, tools, etc	42,129	96,197	119,463	173,137
Wines, liquors and beers	191,576	209,912	238,808	245,626
Household goods and furniture	256,208	269,299	301,401	388,631
Other manufactures	4,448,535	1,105,433	1,682,078	1,997,541
Merchandise	2,309,084	2,008,267	2,393,285	2,518,190
Miscellaneous	5,533,426	6,935,135	6,234,372	7,073,078

Details with regard to commodities are here given for 1914 and the three preceding years:—

—	1911.	1912.	1913.	1914.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain	7,545,516	9,741,671	10,386,282	11,473,733
Flour	2,124,080	2,303,607	2,374,198	2,432,673
Other mill products	1,166,323	1,387,624	1,310,167	1,347,491
Hay	1,611,621	2,130,803	1,172,022	1,182,804
Tobacco	51,672	68,737	65,489	49,819
Cotton	114,827	135,277	93,807	105,429
Fruit and vegetables	957,237	1,135,082	1,295,568	1,374,992
Other products of agriculture	238,260	398,144	499,269	403,539
Produce of animals—				
Live stock	1,437,965	1,345,182	1,226,242	1,424,528
Dressed meats	561,220	591,232	616,274	587,174
Other packing-house products	369,906	392,046	371,663	358,607
Poultry, game and fish	189,201	204,421	263,760	292,734
Wool	42,602	34,320	40,684	38,867
Hides and leather	211,301	227,745	205,583	183,646
Other products of animals	378,507	364,334	449,357	457,944
Products of mines.—				
Anthracite coal	6,017,858	5,938,466	8,485,652	6,624,763
Bituminous coal	12,514,372	15,027,311	17,930,653	18,384,819
Coke	1,416,632	1,166,874	2,010,198	1,552,298
Ores	3,802,162	3,190,470	4,348,666	4,570,745
Stone, sand, etc	4,417,290	5,186,763	6,350,395	6,211,671
Other products of mines	483,922	957,915	1,104,978	915,874
Products of forests—				
Lumber	7,364,964	8,129,314	9,590,068	8,809,572
Other products of forests	5,873,383	6,023,407	7,019,032	7,202,525
Manufactures—				
Petroleum and other oils	591,651	728,643	807,062	901,324
Sugar	614,529	635,757	820,252	779,276
Naval stores	18,422	9,472	19,898	17,195
Iron, pig and bloom	887,801	1,104,177	1,394,725	1,227,528
Iron and steel rails	616,980	859,897	1,304,551	1,031,361
Castings and machinery	1,137,218	1,214,709	1,499,084	1,258,886
Bar and sheet metal	939,916	970,091	1,305,682	904,859
Cement, brick and lime	2,495,178	2,996,992	3,958,419	3,479,186
Agricultural implements	540,061	552,470	593,470	468,156
Wagons, carriages, tools, etc	205,106	252,638	286,069	275,060
Wines, liquors and beers	274,162	325,412	372,495	349,635
Household goods and furniture	421,529	434,242	493,629	459,990
Other manufactures	4,840,434	6,156,581	6,838,904	5,681,670
Merchandise	2,438,089	2,711,963	4,365,852	5,113,603
Miscellaneous	4,981,385	4,410,542	4,161,154	3,397,697

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture.	9,521,661	9,396,967	11,963,263	12,891,351
Products of animals....	2,469,266	2,472,359	2,807,487	2,765,006
Products of mines.....	18,460,172	22,636,227	23,931,061	26,152,022
Products of forests...	10,229,635	12,912,226	11,595,007	13,068,940
Manufactures.	7,974,641	6,655,719	7,902,592	10,014,279
Merchandise.....	2,309,084	2,008,067	2,393,285	2,518,190
Miscellaneous...	5,533,426	6,938,135	6,234,372	7,073,078
Totals..	56,497,885	63,019,900	66,827,067	74,482,866

	1911.	1912.	1913.	1914.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture..	13,809,536	17,300,945	17,196,802	18,370,480
Products of animals	3,190,702	3,159,280	3,173,562	3,343,500
Products of mines.....	28,652,236	31,467,799	40,230,542	38,260,170
Products of forest...	13,238,347	14,152,721	16,609,100	16,012,097
Manufactures.....	13,573,987	16,241,081	19,694,240	16,834,126
Merchandise.....	2,438,089	2,711,963	4,365,852	5,113,603
Miscellaneous.....	4,981,385	4,410,542	4,161,154	3,397,697
Totals..	79,884,282	89,444,331	*106,992,710	a101,394,753

*Total contains 1,561,457 tons not distributed. aUndistributed 63,176 tons.

Following is the ratio which each class bore to the total:—

	1907	1908.	1909.	1910.
Products of agriculture..	16·85	14·91	17·91	17·31
Products of animals...	4·37	3·92	4·21	3·71
Products of mines.....	32·68	35·92	35·81	35·11
Products of forests.....	18·11	20·49	17·35	17·54
Manufactures.	14·11	10·56	11·82	13·44
Merchandise..	4·08	3·18	3·58	3·39
Miscellaneous.....	9·79	11·02	9·32	9·50

	1911	1912.	1913.	1914.
Products of agriculture..	17·17	19·34	16·31	18·11
Products of animals	4·00	3·53	3·01	3·29
Products of mines	35·87	35·18	38·16	37·73
Products of forests..	16·57	15·82	15·75	15·79
Manufactures..	17·00	18·16	18·68	16·62
Merchandise..	3·06	3·03	4·14	5·43
Miscellaneous..	6·33	4·94	3·95	3·03

Details with regard to commodities carried by the railways of Canada will be found in table 12.

In table 12 will also be found the facts with respect to the origin of freight. Following is a summary of those facts for the years 1913 and 1914:—

	1913.	1914.
	Tons.	Tons.
Originating in Canada	56,829,297	57,873,657
Received from Connecting roads	21,284,742	19,904,087
Received from U. S. roads	27,317,214	23,553,833
Undistributed	1,561,457	63,176
Total	106,992,710	101,394,753

The net tonnage, ascertained by deducting freight received from connecting roads from the total, is shown to have been 81,490,666. A connecting road is defined to be one operating in Canada, and not a road which delivers its freight to a Canadian road at the international boundary. Freight brought into Canada by an American road, or delivered by an American road to a Canadian road at the border, is classified as received from a United States road.

EARNINGS AND OPERATING EXPENSES.

Gross earnings for the year ended June 30, 1914, amounted to $243,083,539.04 as compared with $256,702,703.32 in 1913. This result represented a decrease of $13,619,164.28 or 5.60 per cent.

Operating expenses had a total of $178,975,258.90 as against $182,011,690.33 for the preceding year. The decrease was $3,036,431.43, or 1.69 per cent.

The rate of operating expenses to gross earnings was 73.63, as against 70.9 in 1913.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,075,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2
1911	188,733,494	131,033,785	69·4
1912	219,403,753	150,726,540	68·7
1913	256,702,703	182,011,690	70·9
1914	243,083,539	178,975,259	73·6

EARNINGS.

The difference between gross earnings and operating expenses in 1914 was $64,108,280.14, as compared with $74,691,012.99 in 1913.

Table No. 9 deals with the Income Account of railways, and shows the actual net corporate income, after making prescribed deductions. For purely popular purposes, however, and in order to preserve the comparative basis in use prior to the introduction of a new accounting system in 1907, the difference between gross earnings and operating expenses is regarded as net earnings.

Gross earnings from the outside operations of railways in 1914 were $23,882,141.90, and operating expenses $19,784,803.62. The net balance of $4,097,338.28 from this source was $2,601,449.06 less than in 1913.

The earnings per train mile, all trains, were equal to $2.253—a decrease of $·010 as compared with the result of the preceding year.

Gross earnings per mile of line were $7,893.60, showing a loss of $856.90 as against 1913.

Earnings per passenger from the sale of tickets amounted to $1.328 as compared with $1.394 in 1913.

Freight earnings per ton reached $1.614—a decrease of .022 as against the preceding year.

Net earnings per mile aggregated $2,081.77. In 1913 the figures were $2,548.83. The net earnings here referred to are the difference between gross earnings and operating expenses.

Earnings from freight service per freight train mile, including mixed train mileage, were $2,619—a gain of ·024 over 1913.

Earnings from passenger train service per passenger train mile, which also includes the mileage of mixed trains, were $1,386, as against $1,412 for the preceding year.

Gross earnings came from the following sources:—

Passengers	$ 62,012,296 46
Mails	2,500,175 88
Express	6,444,214 02
Baggage, parlour cars, etc	1,607,516 84
Freight	165,753,730 45
Station and train privileges	1,044,737 28
Telegraphs, rents, etc	3,720,868 11
Total	$243,083,539 04

The total earnings from transportation for the year amounted to $238,317,933.65, as compared with $251,521,366.93 in 1913.

Gross earnings for the past six years have been realized under the following heads:—

Gross Earnings.	1909.	1910.	1911.
	$ cts.	$ cts.	$ cts.
Passengers	39,073,488 84	46,018,879 56	50,566,893 98
Mails	1,723,180 97	1,799,887 80	1,869,413 89
Express	3,561,170 96	4,143,837 52	4,674,135 27
Baggage, parlour cars, etc	924,485 50	993,613 63	1,207,555 31
Freight	96,685,076 23	117,497,604 03	126,570,533 52
Station and train privileges	493,895 13	679,061 12	826,251 92
Telegraphs, rents, etc	2,595,038 56	2,823,333 47	3,018,709 92
	145,056,336 19	173,956,217 13	188,733,493 81

Gross Earnings.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.
Passengers	56,543,663 60	64,441,429 99	62,012,296 46
Mails	1,914,720 39	2,074,910 22	2,500,175 88
Express	5,294,388 08	6,376,258 98	6,444,214 02
Baggage, parlour cars, etc	1,295,414 59	1,539,394 96	1,607,516 84
Freight	149,961,140 13	177,089,372 78	165,753,730 45
Station and train privileges	1,086,687 37	1,566,720 97	1,044,737 28
Telegraphs, rents, etc	3,307,738 63	3,614,615 42	3,720,868 11
	219,403,752 79	256,702,703 32	243,083,539 04

Earnings per passenger and freight train mile since 1907 have been as follow:

Earnings.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	$	$	$	$	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277	1·348	1·390	1·412	1·386
Freight train mile	2·069	2·008	2·041	2·316	2·376	2·494	2·595	2·619

Gross earnings per mile of line since 1875 are shown in the following table:—

1875	$4,053	1895	$2,928
1876	3,710	1896	3,107
1877	3,241	1897	3,163
1878	3,296	1898	3,540
1879	2,905	1899	3,608
1880	3,275	1900	4,006
1881	3,818	1901	4,019
1882	3,338	1902	4,471
1883	3,471	1903	5,059
1884	3,253	1904	5,158
1885	2,993	1905	5,197
1886	2,831	1906	5,869
1887	3,188	1907	6,536
1888	3,466	1908	6,397
1889	3,338	1909	6,018
1890	3,562	1910	7,034
1891	3,483	1911	7,430
1892	3,549	1912	8,209
1893	3,468	1913	8,760
1894	3,171	1914	7,894

Following is a comparison of the sources of gross earnings in 1913 and 1914, showing also the ratio of each item to the total:—

	1913.		1914.	
	$ cts.	Per cent.	$ cts.	Per cent.
Passenger service	74,431,994 15	28·99	72,564,203 20	29·85
Freight service	177,089,372 78	68·99	165,753,730 45	68·19
Station and train privileges, etc.	1,566,720 97	·61	1,044,737 28	·33
Telegraph, rents and other sources	3,614,615 42	1·41	3,720,868 11	1·53
Total	256,702,703 32		243,083,539 04	

A comparison of the items comprising earnings from passenger train service during the past eight years gives the following result:—

	1907.	1908.	1909.	1910.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	39,073,488 84	46,018,879 56
Mails	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80
Express	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52
Other sources	1,641,814 92	1,705,234 33	924,485 50	993,613 63
Total	45,730,652 29	48,854,158 97	45,282,326 27	52,956,218 51

	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	50,566,893 98	56,543,663 60	64,441,429 99	62,012,296 46
Mails	1,869,413 89	1,914,720 39	2,074,910 22	2,500,175 88
Express	4,674,135 27	5,294,388 08	6,376,258 98	6,444,214 02
Other sources	1,207,555 31	1,295,414 59	1,539,394 96	1,607,516 84
Total	58,317,998 45	65,048,186 66	74,431,994 15	72,564,203 20

The item of "other sources" in the foregoing table includes excess baggage, parlour and chair car revenue, etc.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,935,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883	10,583,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,662,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,596,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

Details with respect to earnings are given in tables 6, 7 and 9 in the body of this report.

OPERATING EXPENSES.

Operating expenses in 1914 reached a total of $178,975,258.90, as against $182,011,690.33 in 1913. The decrease was equal to 1·69 per cent.

Following is the record of operating expenses per mile of line since 1875:—

1875	$3,138	1895	$2,050
1876	3,028	1896	2,154
1877	2,644	1897	2,125
1878	2,586	1898	2,320
1879	2,361	1899	2,360
1880	2,341	1900	2,701
1881	2,744	1901	2,777
1882	2,575	1902	3,064
1883	2,578	1903	3,554
1884	2,492	1904	3,837
1885	2,229	1905	3,904
1886	2,045	1906	4,080
1887	2,267	1907	4,621
1888	2,520	1908	4,672
1889	2,458	1909	4,340
1890	2,503	1910	4,869
1891	2,526	1911	5,159
1892	2,505	1912	5,640
1893	2,440	1913	6,211
1894	2,254	1914	5,812

Per mile of line, operating expenses were equal to $5,811.83, as compared with $6,211.15 in the preceding year.

Operating cost per train mile—popularly referred to as the cost of running a train one mile—was $1·689, or ·055 more than for 1913.

Operating expenses were distributed in 1913 and 1914 under the following heads:—

Operating expenses.	1913.		1914.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	35,933,322 78	19·74	35,292,226 82	19·71
Equipment	37,289,718 47	20·48	36,375,330 87	20·32
Traffic expenses	6,143,200 85	3·37	6,546,602 45	3·65
Transportation	96,688,264 42	53·12	94,119,066 73	52·58
General expenses	5,957,183 81	3·29	6,642,032 03	3·74
Total	182,011,690 33		178,975,258 90	

For purposes of comparison the distribution of operating expenses for the four preceding years are here given:—

Operating expenses.	1909.		1910.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45
Equipment	21,510,303 59	20·56	26,002,301 30	21·59
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63
Transportation	54,284,587 41	51·89	58,928,170 74	48·94
General expenses	3,853,094 40	3·70	4,073,188 00	3·39

Operating expenses.	1911.		1912.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	29,245,093 22	22·32	31,514,098 12	20·90
Equipment	26,127,638 12	19·94	29,811,510 09	19·78
Traffic expenses	4,831,744 50	3·69	5,293,699 75	3·51
Transportation	66,343,269 58	50·63	78,969,543 65	52·39
General expenses	4,487,039 53	3·42	5,137,688 26	3·42

Details with respect to operating expenses by reporting railways will be found in table 8.

The following are comparisons of gross earnings per mile of line, operating expenses per mile, and net earnings per mile, since 1907:—

	Gross earnings per mile.	Operating expenses per mile.	Net earnings. per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620 90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83
1911	7,430 45	5,158 85	2,271 64
1912	8,209 07	5,639 48	2,569 59
1913	8,750 50	6,204 38	2,548 83
1914	7,893 60	5,811 83	2,081 77

The earnings from all sources, divided by the aggregate train mileage, called earnings per train mile, and the total operating expenses, divided by the mileage of all trains, representing the cost of running a train 1 mile, are shown in comparative form in the following table:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·173	1·493
1913	2·263	1·604
1914	2·253	1·659

The foregoing table is instructive as showing the persistent rise of the cost of train operation. While earnings per train mile have increased by 89·00 per cent since 1899, the cost of running a train 1 mile has advanced by 112·96 per cent.

Following is a table showing a comparison of operating expenses for 1910, 1911, 1912, 1913 and 1914 together with the the ratio which each item bore to the total:—

Operating Expenses.	1910.		1911.		1912.		1913.		1914.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
Maintenance of Way and Structures—										
Superintendence	839,925 47	·70	985,527 44	·75	1,091,847 56	·72	1,353,580	·74	1,483,897	·83
Ballast	415,078 44	·34	367,613 12	·28	282,985 06	·19	686,950	·38	752,268	·42
Ties	3,436,727 46	2·85	3,565,954 29	2·72	3,728,821 52	2·47	4,703,824	2·58	5 046,856	2·82
Rails	1,753,740 37	1·44	1,959,164 83	1·49	1,420,874 40	·94	1,971,465	1·08	1,730,117	·96
Other track material	1,141,231 29	·94	1,151,744 99	·88	1,192,472 45	·79	1,715,876	·94	1,310,878	·73
Roadway and track	11,683,918 50	9·70	11,965,503 22	9·13	13,938,132 11	9·24	15,017,916	8·25	15,083,604	8·42
Removal of snow and ice	968,916 50	·80	1,641,046 60	1·25	1,448,192 02	·96	1,562,284	·86	1,138,303	·64
Tunnels	17,528 99	·14	27,251 43	·02	13,656 68	·01	53,984	·03	30,870	·02
Bridges, trestles and culverts	2,048,471 72	1·70	2,133,642 56	1·62	2,265,127 73	1·50	2,159,154	1·18	2,346,287	1·31
Over and under grade crossings	31,097 05	·02	81,561 67	·06	69,130 78	·40	95,422	·05	59,062	·03
Grade crossings, fences, etc	614,500 97	·40	651,581 83	·50	619,956 79	·41	696,580	·38	638,852	·36
Snow fences and sheds	81,225 86	·06	117,479 11	·09	178,989 38	·11	266,855	·14	171,361	·10
Signals and interlocking plants	155,668 13	·13	174,926 25	·13	177,140 97	·11	228,826	·12	278,975	·16
Telegraph and telephone lines	438,160 47	·36	504,792 52	·38	554,159 03	·36	607,448	·33	513,732	·29
Electric power transmission	116,325 48	·09	3,860 34	·00			3,006	·00	78,252	·04
Buildings, fixtures and grounds	2,461,761 72	2·04	3,090,367 46	2·36	3,684,523 98	2·44	3,731,385	2·05	3,614,315	2·02
Docks and wharves	167,519 61	·14	170,387 62	·13	124,819 98	·08	125,654	·07	135,151	·07
Roadway tools and supplies	267,462 06	·22	343,654 12	·26	375,628 15	·25	522,637	·28	402,873	·22
Injuries to persons	66,233 81	·05	82,457 05	·06	102,076 50	·07	105,662	·05	89,365	·05
Stationery and printing	47,019 92	·04	60,839 28	·02	65,492 46	·04	87,643	·04	84,933	·05
Other expenses	19,439 05	·01	21,026 65	·02	19,982 80	·01	13,998	·00	13,656	·00
Maintaining joint tracks, etc., Dr	120,340 85	·10	144,710 93	·11	160,087 68	·10	223,175	·12	288,621	·16
Maintenance of Equipment—										
Superintendence	565,442 79	·46	614,929 23	·47	648,612 28	·43	787,471	·43	933,007	·52
Steam locomotives, repairs	10,876,301 12	9·02	10,643,270 84	8·12	12,017,379 67	7·97	15,520,040	8·52	13,741,075	7·67
Steam locomotives, renewals	585,978 33	·48	688,329 54	·52	630,658 21	·42	831,421	·45	458,917	·25
Electric locomotives, repairs			3,903 88	·00	6,846 88	·00	9,362	·00	13,313	·00
Passenger train cars, repairs	3,486,546 88	2·89	3,176,119 01	2·42	3,707,031 92	2·47	4,524,274	2·48	4,479,433	2·50
Passenger train cars, renewals	229,517 21	·19	285,139 50	·22	309,301 40	·20	462,944	·25	333,843	·19
Freight train cars, repairs	7,243,600 61	6·01	7,498,527 27	5·72	8,863,819 02	5·88	10,283,689	5·64	11,504,238	6·42
Freight train cars, renewals	1,001,559 92	·83	1,044,217 85	·80	1,200,598 14	·79	1,631,358	·89	1,719,781	·96
Work equipment, repairs	698,592 58	·57	824,105 05	·63	798,808 85	·53	964,523	·53	925,643	·47
Work equipment, renewals	141,530 79	·11	125,697 62	·09	215,937 08	·15	253,730	·14	240,635	·13

Floating equipment, repairs	137,694	15	·11	125,895	18	·09	85,599	67	·05	113,639	·06	163,488	·09
Floating equipment, renewals							2,094	84	·00	5,400	·00	6,116	·00
Shop machinery and tools	777,666	28	·64	877,373	11	·00	1,070,366	36	·71	1,417,051	·79	1,423,835	·79
Power plant equipment	2,218	52	·00	3,908	94	·00	3,232	91	·00	8,426	·00	24,243	·01
Injuries to persons	41,122	58	·03	35,474	48	·03	65,791	22	·04	94,519	·05	102,432	·06
Stationery and printing	71,196	77	·05	78,064	46	·06	92,060	58	·06	112,752	·06	111,443	·06
Other expenses	93,254	29	·07	100,481	58	·08	89,250	47	·05	210,893	·11	177,232	·10
Maintaining joint equipment—Dr.	41,117	49	·03	105	67	·00	4,127	54	·00	58·227	·03	10,647	·00
Traffic Expenses—													
Superintendence	873,134	66	·72	946,707	75	·72	1,072,922	35	·71	1,202,432	·66	1,314,755	·73
Outside agencies	1,980,700	23	1·64	2,237,388	49	1·70	2,376,970	60	1·57	2,822,800	1·55	3,086,015	1·72
Advertising	804,392	81	·66	821,328	74	·63	1,009,598	72	·70	1,179,610	·64	1,149,674	·64
Traffic associations	83,673	99	·06	100,723	48	·08	107,472	05	·07	119,111	·06	123,532	·07
Fast freight line	224,655	69	·18	207,842	69	·16	185,507	55	·11	189,046	·10	168,424	·09
Industrial and immigration bureaus	36,954	96	·03	109,000	33	·08	77,031	07	·04	102,158	·05	105,227	·06
Stationery and printing	356,373	61	·29	397,325	63	·30	458,175	87	·30	515,445	·28	588,780	·33
Other expenses	6,290	97	·00	11,427	60	·01	6,021	54	·00	12,549	·00	10,195	·00
Transportation Expenses—													
Superintendence	1,327,856	06	1·10	1,484,480	47	1·13	1,664,102	69	1·10	2,171,316	1·19	2,432,769	1·36
Despatching trains	796,991	87	·66	879,512	46	·67	989,010	82	·65	1,260,662	·69	1,324,362	·74
Station employees	8,315,042	55	6·90	9,539,510	35	7·28	10,949,743	16	7·26	13,900,412	7·63	13,956,211	7·79
Weighing and car service association	56,701	82	·04	46,117	02	·03	55,836	65	·03	72,212	·03	80,063	·04
Coal and ore docks	50,177	08	·04	40,795	60	·03	5,278	84	·00	10,323	·00	9,431	·00
Station supplies and expenses	853,102	92	·71	892,376	56	·74	1,132,947	80	·75	1,396,324	·76	1,453,298	·81
Yardmasters and their clerks	405,805	05	·33	499,570	69	·37	577,624	19	·37	864,259	·47	916,356	·51
Yard conductors and brakemen	1,849,942	79	1·53	2,630,566	87	2·01	3,331,536	42	2·21	4,233,511	2·32	3,739,429	2·09
Yard, switch and signal tenders	193,013	69	·16	212,336	65	·04	247,410	79	·17	278,242	·15	291,179	·16
Yard, supplies and expenses	57,503	26	·04	60,331	26	·04	94,521	95	·06	101,588	·05	98,407	·05
Yard enginemen	1,299,915	93	1·07	1,664,889	64	1·27	2,088,282	16	1·38	2,662,307	1·46	2,364,531	1·32
Engine-house expenses—yard	377,954	92	·31	479,790	74	·36	590,541	03	·38	775,829	·42	703,108	·39
Fuel for yard locomotives	1,737,575	56	1·44	2,034,664	63	1·55	2,588,822	97	1·71	3,336,910	1·83	3,091,513	1·72
Water for yard locomotives	86,510	94	·07	100,992	61	·03	120,426	90	·08	150,666	·08	156,374	·09
Lubricants for yard locomotives	32,057	60	·02	35,173	51	·08	38,920	16	·02	49,739	·02	43,681	·02
Other supplies for yard locomotives	40,807	38	·03	44,979	76	·03	54,854	87	·03	71,922	·04	63,670	·04
Operating joint yards, etc.—Dr.	477,543	27	·39	522,751	38	·40	561,164	50	·36	1,048,545	·57	1,040,285	·58
Motormen				10,685	97	·00	1,634	69	·00	5,257	·00	31,970	·02
Road enginemen	6,891,165	42	5·72	7,749,405	13	6·06	9,197,792	77	6·10	11,157,678	6·13	10,467,319	5·84
Engine-house expenses—road	2,125,418	22	1·77	2,393,116	79	1·82	2,830,518	62	1·87	3,463,129	1·90	3,448,704	1·92
Fuel for road locomotives	16,832,817	13	13·97	18,147,438	22	13·84	21,591,999	64	14·32	25,089,445	13·78	23,619,245	13·18
Water for road locomotives	768,167	84	·63	859,072	53	·65	1,042,137	09	·70	1,243,782	·68	1,311,156	·73
Lubricants for road locomotives	270,872	01	·22	306,940	63	·23	351,407	64	·23	420,412	·23	371,445	·21
Other supplies	306,586	55	·25	354,875	66	·50	388,381	63	·26	502,845	·27	435,764	·24
Operating power plant	175	48	·00	3,665	77	·00				2,433	·00	64,260	·04
Purchased power				15,003	18	·01				4,781	·00	18,081	·01
Road trainmen	7,247,121	40	6·01	8,306,084	59	6·34	9,994,675	15	6·63	11,821,933	6·50	11,057,453	6·17
Train supplies and expenses	2,428,155	75	1·94	2,688,435	63	2·05	3,246,648	32	2·15	3,958,532	2·17	4,093,608	2·28
Interlocks, block and other signals	230,629	58	·19	196,894	92	·15	202,218	86	·14	259,938	·14	310,192	·17
Crossing flagmen and gatemen	128,315	59	·10	146,160	69	·11	160,959	35	·10	191,884	·10	218,093	·12
Drawbridge operation	41,167	50	·03	101,717	47	·08	49,469	52	·03	59,633	·03	60,991	·03
Clearing wrecks	314,005	59	·26	340,988	87	·26	513,957	11	·36	670,677	·37	480,174	·27

Following is a table showing a comparison of operating expenses for 1910, 1911, 1912, 1913 and 1914, etc.—*Concluded.*

Operating Expenses.	1910.		1911.		1912.		1913.		1914.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount	Per cent.
	$ cts.		$ cts.		$ cts.		$		$	
Transportation Expenses—*Con.*										
Telegraph and telephone—operation	237,189 55	·19	249,331 33	·19	291,858 47	·19	366,710	·20	385,371	·21
Operating floating equipment	390,301 92	·32	289,605 15	·22	249,569 38	·17	282,348	·15	495,152	·28
Express service	6,717 25	·00	7,374 77	·00	7,597 55	·00	66,635	·03	86,623	·04
Stationery and printing	575,269 34	·48	620,273 92	·47	708,465 09	·47	867,222	·47	887,746	·50
Other expenses	270,420 72	·22	334,214 49	·26	372,159 75	·25	408,497	·22	383,084	·21
Loss and damage—freight	865,688 58	·71	1,073,407 20	·82	1,424,702 68	·95	2,102,597	1·15	2,700,966	1·51
Loss and damage—baggage	15,007 36	·01	18,802 07	·01	20,410 21	·01	29,193	·01	26,873	·02
Damage to property	172,429 79	·14	197,677 02	·15	528,670 31	·37	265,922	·14	359,378	·22
Damage to stock on right of way	57,281 26	·05	68,048 50	·04	76,755 46	·05	86,693	·04	106,015	·06
Injuries to persons	658,205 05	·54	559,058 38	·03	554,323 50	·37	879,067	·48	840,162	·52
Operating joint tracks—Dr.	88,462 03	·07	46,149 91	·42	72,205 27	·04	96,255	·05	94,575	·05
General Expenses—										
Salaries and expenses of general offices	754,158 00	·62	808,131 25	·63	1,011,334 22	·69	963,085	·53	994,148	·55
Salaries and expenses of clerks, etc.	1,197,850 70	1·00	1,322,385 75	1·00	1,512,453 07	1·00	1,780,558	·97	2,028,394	1·13
General office supplies and expenses	193,026 52	·16	227,932 86	·17	266,635 75	·17	366,627	·15	433,382	·24
Law expenses	511,659 98	·42	585,862 84	·45	601,957 19	·38	693,215	·37	704,485	·39
Insurance	654,633 93	·54	726,168 79	·55	831,127 09	·55	1,013,385	·55	1,251,482	·70
Relief department expenses	28,558 43	·02	28,504 34	·02	30,261 38	·02	28,841	·01	26,898	·02
Pensions	181,255 41	·15	186,323 02	·14	194,858 13	·11	204,916	·11	219,288	·12
Stationery and printing	177,661 48	·14	191,210 03	·15	198,698 78	·11	253,795	·14	291,538	·16
Other expenses	360,756 97	·30	398,981 16	·30	478,766 18	·32	655,484	·36	649,073	·36
General administration joint tracks, etc.—Dr.	13,626 58	·01	11,539 49	·00	11,596 47	·01	24,280	·01	43,345	·02

Since special significance attaches to the maintenance of way and structures and to the upkeep of equipment, the following facts are given:

Year.	Maintenance of way. Amount.	Mileage.	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	$ cts.		$ cts.		$ cts.		$ cts.
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	904 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1912	31,514,098 12	26,727	1,179 11	1912	29,811,510 09	26,727	1,115 41
1913	35,933,322 78	29,336	1,224 92	1913	37,289,718 47	29,336	1,271 13
1914	35,292,226 82	30,795	1,146 04	1914	36,375,330 87	30,795	1,181 21

Having regard to the large additions to mileage during the past two years in particular, the foregoing results must be regarded as satisfactory.

The following summary relating to earnings and operating expenses places the salient facts in convenient form for purposes of comparison:—

	1907.	1908.	1909.	1910.
	$	$	$	$
Gross earnings	146,738,214	146,918,313	145,056,336	173,956,217
Net earnings	42,989,537	39,614,171	40,456,251	53,550,776
Gross earnings per mile	6,535·64	6,397·21	6,017·89	7,033·93
Net earnings per mile	1,914·73	1,724·90	1,678·40	2,165·83
Earnings per passenger	1·219	1·175	1·195	1·282
" ton	1·472	1·486	1·432	1·560
" passenger train mile	1·263	1·228	1·150	1·277
" freight train mile	2·069	2·008	2·041	2·316
" train mile, all trains	1·875	1·791	1·816	2·036
Operating expenses	103,748,672	107,304,143	104,600,084	120,405,440
" " per mile	4,620·90	4,672·30	4,339·53	4,868·60
Cost of running trains one mile	1·381	1·364	1·309	1·409

	1911.	1912.	1913.	1914.
	$	$	$	$
Gross earnings	188,733,494	219,726,540	256,702,703	243,083,539
Net earnings	57,698,709	68,677,213	74,691,013	64,108,280
Gross earnings per mile	7·430·45	8,209·94	8,750·50	7,893·60
Net earnings per mile	2,271,60	2,569·58	2,511·96	2,081 77
Earnings per passenger	1·363	1·375	1·394	1·328
" ton	1·561	1·655	1·636	1·614
" passenger train mile	1·348	1·390	1·413	1·386
" freight train mile	2·376	2·494	2·595	2·619
" train mile, all trains	2·103	2·174	2·263	2·253
Operating expenses	131,034,785	150,726,540	182,011,690	178,975,259
" " per mile	5,158·85	5,639·48	6,204·38	5,811·83
Cost of running trains one mile	1·460	1·493	1·604	1·659

EQUIPMENT.

The facts with regards to equipment in 1914, with the increases over 1913, were found to be as follows:—

	Number.	Increase.
Locomotives	5,447	328
Cars in passenger service	6,002	306
Cars in freight service	204,190	21,969
Cars in Company's service	16,353	827

Locomotives were assigned to the following services in 1914 and the seven preceding years:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Passenger	964	1,122	1,056	1,090	1,215	1,192	1,474	1,783
Freight	2,206	2,392	2,539	2,601	2,659	2,787	3,011	3,028
Switching	334	358	384	388	435	505	634	636

The growth of equipment during the past eight years, omitting company's cars, is shown in the following statement of numbers:—

Locomotives and Cars.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Locomotives	3,504	3,872	3,969	4,079	4,219	4,484	5,119	5,447
Freight cars	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190
Passengers cars	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002

Cars in passenger service have been classified, since 1907, as follows:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
First class	1,300	1,493	1,560	1,564	1,601	1,788	2,058	2,167
Second class	472	487	471	512	517	550	627	627
Combination	405	422	429	435	434	453	492	491
Emigrant	272	303	317	318	357	389	437	466
Dining	105	114	127	123	137	159	176	204
Parlour	63	63	60	69	80	89	117	130
Sleeping	212	236	261	283	306	353	440	500
Baggage, express and postal	782	873	926	979	1,045	1,132	1,275	1,378
Other	31	35	41	37	36	33	74	39
Totals	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002

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The number and classes of cars in freight service for the year 1907 to 1914 have been as follows—

Cars in Freight Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Box	68,149	72,863	74,477	75,983	79,412	89,982	128,511	146,607
Flat	20,477	21,759	21,188	20,769	21,069	22,000	25,117	26,151
Stock	4,817	5,047	5,518	5,528	5,809	6,322	6,745	7,589
Coal	10,358	11,616	11,721	12,680	13,768	14,715	14,746	15,955
Tank	132	197	197	195	277	390	479	496
Refrigerator	1,917	2,423	2,466	2,539	2,807	3,082	3,911	4,716
Other	1,557	1,804	2,212	2,019	4,016	4,427	2,712	2,676
Totals	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190

Cars in company's service were distributed by classes as follows:—Officers and pay, 123; gravel, 4,938; derrick, 197; caboose, 3,040; other road cars, 8,055—making a total of 16,353.

The total of cars of all classes in the service of Canadian railways in 1914 was 226,545.

The aggregate of leased cars was 5,491.

The capacity of freight cars during the past eight years, which has a strong bearing on numbers, is shown in the following tables:—

	1907.		1908.		1909.		1910.	
	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145	75,983	2,211,963
Flat	20,118	535,167	21,781	592,496	21,220	584,455	20,769	576,198
Stock	4,731	122,550	5,047	133,578	5,561	150,800	5,528	151,565
Coal	10,060	291,638	11,616	362,233	11,721	379,981	12,680	438,178
Tank	132	2,632	197	4,000	197	4,012	195	3,962
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085	2,539	73,520
Other	1,820	59,200	1,941	67,410	2,273	64,835	2,019	58,720
Totals	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313	119,713	3,514,106

	1911.		1912.		1913.		1914.	
	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.	No.	Capacity. in tons.
Box	79,412	2,343,920	89,982	2,741,350	128,511	4,096,480	146,607	4,846,425
Flat	21,069	600,970	22,000	648,010	25,117	763,665	26,151	814,440
Stock	5,809	161,65	6,322	178,070	6,475	193,975	7,589	221,965
Coal	13,768	508,215	14,715	561,175	14,746	567,210	15,955	630,435
Tank	277	7,490	390	12,720	479	15,785	496	15,625
Refrigerator	2,807	81,815	3,082	90,410	3,911	115,455	4,716	139,190
Other	4,016	102,105	4,427	130,540	2,712	104,315	2,676	104,830
Total	127,158	3,806,280	140,918	4,362,275	182,221	5,856,885	204,190	6,772,910

The average capacity of all cars in 1907 was 27·6 tons. In 1914 it had risen to 33·2, showing a betterment of 20 per cent. The increment in box car capacity during the same period was from 27·6 to 33·1 tons. The employment of heavier units is well demonstrated in the fact that as between 1913 and 1914 there was an increase of 2·1 tons in the average capacity of box cars.

Further information regarding the growth of freight units will be found in the following comparison of classes:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
I	10,000	771	859	393	273	77	74	.....
II	20,000	1,995	1,147	1,245	1,115	742	622	457
III	30,000	3,227	4,143	2,412	3,332	3,277	2,068	3,118
IV	40,000	25,855	22,320	20,858	18,899	14,695	13,617	9,781
V	50,000	1,135	878	1,029	673	3,237	835	827
VI	60,000	69,416	73,737	76,610	82,555	89,512	114,528	117,984
VII	70,000	230	220	217	166	292	264	281
VIII	80,000	9,790	10,837	11,927	14,075	21,951	42,967	63,133
IX	90,000	.....	60	.....	.....	.....	.....	.....
X	100,000	3,448	3,715	4,992	6,070	7,135	7,246	8,603
XI	110,000	.....	.....	.....	.....	.....	.....	.....
XII	120,000	.....	.....	.....	.....	.....	.....	.....
All over	120,000	.....	.....	.....	.....	.....	.....	6
Total		115,867	117,916	119,713	127,158	140,918	182,221	204,190

The foregoing table quite strikingly shows the movement which is in progress with respect to freight equipment. The number of cars having a capacity of from 10 to 25 tons is steadily declining, while units of from 30 to 50 tons are rapidly multiplying.

Locomotives and cars per 1,000 miles of line are shown in the following table:—

Rolling Stock.	Per 1,000 Mile of Line.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Locomotives	156	169	165	165	166	168	175	176
Freight cars	4,783	5,039	4,887	4,840	5,006	5,273	6,211	6,636
Passenger cars	162	175	174	174	177	185	194	195

It will be observed that Canadian railways have not only added largely to operating mileage during the past eight years but have steadily increased their available supply of rolling stock. The betterment in freight cars has been equal to 39 per cent per 1,000 miles of line.

Practically all the cars in passenger and freight service in 1914 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The aggregate of revenue train mileage—passenger, freight, mixed, and special—was 107,895,272. This involved a decrease as compared with 1913 of 5,541,936. The decline was almost wholly in freight service, due to smaller traffic.

Non-revenue train mileage amounted to 4,911,928, as against 5,873,310 in 1913.

The following table relating to train mileage will show the facts in comparative form for 1907 and succeeding years:—

——	1907.	1908.	1909.	1910.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440
Special trains	.....	.....	.....	202,592
Total	75,115,765	78,637,526	79,662,216	85,409,241

——	1911.	1912.	1913.	1914.
Passenger trains	36,985,911	40,440,393	45,652,365	45,219,048
Freight trains	46,220,813	53,652,141	60,275,896	55,343,193
Mixed trains	6,277,468	6,473,882	7,044,194	7,126,841
Special trains	232,341	363,855	464,753	206,190
Total	75,716,533	100,930,271	113,437,208	107,895,272

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

——	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Passenger trains	40·23	40·23	40·54	40·00	41·22	40·06	40·24	41·91
Freight trains	51·81	51·47	50·47	51·21	51·52	53·15	53·14	51·21
Mixed trains	7·90	7·90	8·87	7·54	6·98	6·41	6·21	6·60
Special trains	.....	.....	.....	·25	·27	·38	·41	·28

Following is the record of train mileage since 1875:—

Years.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316		19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334		19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487		27,301,306	34,265,003
1882	9,833,005	15,638,013	2,375,393		27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424		36,726,238	47,688,528
1884	9,315,694	15,710,630	4,254,595		29,280,919	37,390,874
1885	9,511,455	16,382,553	4,729,681		30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900		33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318		37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506		38,819,380	47,708,138
1890	14,362,879	22,428,249	5,058,210		41,849,329	49,512,530
1891	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361		44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915		40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898	19,305,603	26,868,366	5,519,424		50,688,283	60,103,944
1899	20,093,379	26,922,348	5,199,481		52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620		53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007		55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816		61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721
1914	45,219,048	55,343,193	7,126,841	206,190	107,895,272	137,128,756

The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	24,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,289,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,371	1·332	1·269
1901	46,665,103	33,233,922	36,999,922	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560
1911	126,743,015	52,498,281	79,884,282	2·376	1·561
1912	148,030,890	60,126,023	89,444,331	2·455	1·655
1913	174,684,640	67,320,090	106,992,710	2·595	1·636
1914	163,663,744	62,470,034	101,393,989	2·610	1·614

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:—

Freight Car Mileage.	1908.	1909.	1910.	1911.
Loaded freight cars	748,924,820	775,543,414	910,858,711	946,946,917
Empty freight cars	284,944,529	281,175,615	280,255,329	311,984,866
Caboose cars		37,644,038	45,367,459	47,834,318
Total	1,033,869,349	1,094,363,067	1,236,481,409	1,306,766,101

Freight Car Mileage.	1912.	1913.	1914.
Loaded freight cars	1,102,719,543	1,211,708,492	1,147,533,071
Empty freight cars	310,974,528	381,048,160	413,463,359
Caboose cars	55,692,091	63,653,643	57,553,172
Total	1,469,386,162	1,656,410,295	1,618,549,602

Passenger Car Mileage.	1913.	1914.
Passenger cars	153,301,893	107,136,731
Sleeping, parlor, etc	52,738,619	41,972,096
Other cars	92,977,602	72,719,818
Total	299,018,114	221,828,645

Tables 10 and 11 will afford information in detail with respect to train mileage.

Locomotive mileage was 137,128,756 in 1914, as against 145,119,721 in 1913—a decrease of 7,990,965 miles.

Following is a comparison of locomotive mileage covering the past eight years:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088
Passenger	29,110,158	30,504,171	32,282,534	34,758,088
Mixed	7,492,278	7,410,971	7,237,422	8,211,350
Switching	14,816,272	15,941,179	14,832,834	15,581,077
Special	4,911,249	5,474,838	231,986	229,872
Total	100,154,966	100,622,241	97,865,325	106,019,475

Class of Locomotive.	1911.	1912.	1913.	1914.
	Miles.	Miles.	Miles.	Miles.
Freight	49,354,983	57,143,590	64,541,731	58,675,214
Passenger	36,946,876	40,944,058	45,926,357	45,069,967
Mixed	8,256,424	7,742,514	8,891,330	10,276,245
Switching	17,300,773	21,159,394	25,456,533	22,937,611
Special	116,120	411,924	213,770	169,719
Total	111,975,176	127,401,480	145,119,721	137,128,756

FUEL CONSUMED BY LOCOMOTIVES.

The total consumption of fuel by locomotives in 1914 was 8,547,675 tons—a decrease of 716,309 tons as compared with 1913.

In 1914 the cost of fuel for locomotives was $26,710,758, as against $28,426,355 in the preceding year.

The cost of fuel in 1914 was equal to an average of $3·12 per ton. In 1913 it was $3·07.

The following table shows the volume of fuel consumed since 1907 by the various classes of locomotives:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541
Passenger	1,331,178	1,446,919	1,834,700	1,636,454
Mixed	303,549	350,921	410,800	388,693
Switching	557,576	598,092	743,977	620,303
Construction and special	223,141	256,576	9,621	9,063
Total	5,608,954	5,970,791	6,832,108	6,252,054

Class of Locomotive.	1911.	1912.	1913.	1914.
	Tons.	Tons.	Tons.	Tons.
Freight	3,844,042	4,480,728	5,361,839	4,820,646
Passenger	1,813,809	1,983,238	2,249,320	2,161,144
Mixed	421,277	407,970	502,631	559,115
Switching	716,276	890,650	1,138,531	999,457
Construction and special	5,209	21,150	11,663	7,313
Total	6,800,648	7,783,736	9,263,984	8,547,675

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,193
1912	7,783,736	24,160,823
1913	9,263,984	28,426,355
1914	8,547,675	26,710,758

The total cost of fuel in 1914 was divided as follows: Road locomotives, $23,619,245, and yard locomotives $3,091,513.

Following are the quantities and classes of fuel consumed by locomotives in 1914:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles. Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	1,461	4,667,923	583	19,423	23,113,581	55,755	4,820,646	58,675,214
Passenger	957	2,071,754	600	9,346	13,233,801	48,045	2,161,144	45,069,967
Mixed	873	550,043	20	2,934	722,503	4,158	559,115	10,276,245
Switching	1,980	971,360	31	4,680	3,553,459	20,637	999,457	22,937,611
Special		7,106		18	29,399	157	7,313	169,719
Total	5,271	8,268,186	1,234	36,401	40,652,743	108,752	8,547,675	137,128,756

The striking feature in the foregoing table is the large consumption of oil by locomotives. This class of fuel has only recently come into use by Canadian railways. The volume consumed in 1913 was 31,087,252 gallons.

The weight of fuel consumed by each class of locomotive in 1914 and seven preceding years is shown in the following table:—

Class of Locomotive.	Fuel Consumed per 100 Miles.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·29	7·84	8·85	7·62	7·78	7·84	8·31	8·22
Passenger	4·57	4·74	5·68	4·71	4·91	4·84	4·89	4·79
Mixed	4·05	4·73	5·67	4·73	5·10	5·27	5·59	5·44
Switching	3·76	4·00	5·01	3·98	4·14	4·26	4·47	4·36
Construction or special	4·54	4·69	4·14	3·94	4·48	5·13	5·46	4·31

The cost of fuel per 100 miles is shown in the following comparative statement:—

Class of Locomotive.	Cost of Fuel per 100 Miles.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	$	$	$	$	$	$	$	$
Freight	19·61	23·20	22·65	22·48	22·17	24·46	25·51	25·64
Passenger	12·29	14·03	14·54	13·89	14·28	15·10	15·01	14·96
Mixed	10·89	14·00	14·51	13·95	14·84	16·44	17·16	16·97
Switching	10·11	11·84	12·82	11·74	12·04	13·38	13·72	13·60
Construction or special	12·21	13·88	10·59	11·62	13·03	16·00	16·76	13·45

ACCIDENTS.

A total of 565 persons were killed and 2,287 were injured through the movement of trains in 1914. The number of those who met death in 1913 was 710, while 2,966 were injured.

There were 35 additional persons killed and 1,752 injured as the result of the operation of railways apart from the movement of trains. The number in 1913 was 32 killed and 1,606 injured.

The general facts as to numbers and classes are given in the following table:—

	Movement of Trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	25	402	2	13
Employees	200	1,475	24	1,686
Trespassers	289	279	.....	.....
Non-trespassers	48	114	.....	.....
Postal clerks and others	3	17	9	53
Total	565	2,287	35	1,752

One passenger in every 1,868,091 was killed, and one in every 116,175 was injured. This was the best record as to killed since 1900.

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past eight years.—

	Killed.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Passengers	70	28	36	60	28	47	38	25
Employees	249	224	182	214	202	215	298	200
Trespassers	195	156	190	175	185	235	309	289
Non-trespassers	70	22	67	74	48	48	63	48
Postal clerks, etc	3	16	.....	1	2	.....	2	3
Other persons	11	3	3	.....	.....	.....	.....	.....
Total	598	449	478	524	465	554	710	565

	Injured.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Passengers	352	345	281	270	288	458	650	402
Employees	1,126	1,793	897	926	1,314	1,606	1,834	1,475
Trespassers	125	120	95	148	154	193	284	279
Non-trespassers	88	59	89	77	135	120	171	114
Postal clerks, etc	7	3	25	20	15	.....	27	17
Other persons	454	27	17	.....	.....	33	.....	.....
Total	2,152	2,347	1,404	1,441	1,906	2,437	2,966	2,287

With respect to the causes of accidents to passengers the following table gives the facts for 1914 and the seven preceding years:—

Causes—Accidents to Passengers.	Killed.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Collisions	26	2	6	2	4	18	3	3
Derailments	21	8	1	44	1	.....	15	2
Parting of trains	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, etc.	2	6	11	3	10	10	8	3
Jumping on or off	10	6	14	8	11	4	7	8
Struck at highways	4	.....	1	.....	.....	4	1	.....
" stations	4	3	1	1	1	3	1	5
" other points	.....	2	.....	1	1	1	2	2
Other causes	3	1	2	1	.....	7	1	2
Total	70	28	36	60	28	47	38	25

Causes—Accidents to Passengers.	Injured.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Collisions	93	88	83	31	43	73	108	23
Derailments	127	131	99	126	88	203	347	185
Parting of trains	3	1	.....	2	.....	4	.....	2
Falling from trains, etc.	36	20	11	28	34	51	49	45
Jumping on or off	38	50	57	43	67	70	72	56
Struck at highways	7	.....	.....	1	4	2	3	5
" stations	3	5	5	4	2	4	6	2
" other points	1	1	1	2	.....	1	3	2
Other causes	44	49	25	33	50	77	62	82
Total	352	345	281	270	288	485	650	402

The following tables show the causes and number of accidents to employees resulting from the movement of trains:—

Causes—Accidents to Employees.	Killed.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Coupling or uncoupling	34	20	18	17	13	18	27	16
Collisions	46	25	40	19	34	29	40	35
Derailments	12	15	15	47	10	15	22	18
Parting of trains	2	1	.....	.....	.....	1	1	.....
Locomotive or cars breaking down	1	1	1	.....	.....	3	.....	2
Falling from trains or cars	32	32	28	23	26	31	45	23
Jumping on or off	7	8	9	24	15	15	22	13
Struck by trains, etc.	85	81	53	62	72	79	97	64
Overhead obstructions	2	3	.....	1	3	3	1	.....
Other causes	28	16	18	21	29	21	43	29
Total	249	224	182	214	202	215	298	200

Causes—Accidents to Employees.	Injured.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Coupling or uncoupling	141	183	125	139	191	208	182	129
Collisions	135	80	86	56	119	141	210	94
Derailments	56	60	65	58	67	91	88	77
Parting of trains	16	11	9	6	13	13	16	7
Locomotive or cars breaking down	6	16	6	19	12	17	13	24
Falling from trains or cars	186	185	142	165	253	275	366	255
Jumping on or off	66	108	95	98	141	129	180	159
Struck by trains, etc	130	116	88	78	121	172	136	151
Overhead obstructions	13	14	11	25	17	33	31	21
Other causes	377	340	270	282	380	527	612	556
Total	1,126	1,113	987	926	1,314	1,606	1,834	1,475

Year after year a striking feature of the foregoing figures is the number of employees killed and injured in ways not identified with their regular work. For example, in 1914 there were many stationmen, trackmen, shopmen, and other employees killed and injured by falling off locomotives, cars, and trains.

The number and classes of employees killed and injured from the movement of trains during 1914 and seven preceding years are shown in the following summary:—

Employees.	Killed.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Trainmen	149	109	113	103	101	115	167	97
Trackmen	53	36	37	70	44	47	59	59
Switch tenders, watchmen, etc	7	11	3	9	6	8	8	3
Stationmen	3	4	2	2	5	3	9	2
Shopmen	9	11	7	4	18	13	15	5
Telegraph employees	.....	2	.....	.....	3	2	.....	.....
Other employees	28	51	20	26	25	27	40	34
Total	249	224	182	214	202	215	298	200

Employees.	Injured.							
	1907.	1908.	1909.	1910.	1911.	1912.	1913	1914.
Trainmen	791	790	693	610	972	1,078	1,277	953
Trackmen	104	307	71	136	158	200	245	175
Switch tenders, watchmen, etc	47	40	27	25	11	67	41	40
Stationmen	3	66	10	6	6	18	39	24
Shopmen	16	284	16	41	64	68	59	99
Telegraph employees	3	4	3	3	4	6	11	14
Other employees	107	312	77	105	99	169	162	170
Total	1,121	1,793	897	926	1,314	1,606	1,834	1,475

Accidents from other causes than the movement of trains occurred in 1912, 1913 and 1914 to the following classes of persons:—

	Killed.			Injured.		
	1912.	1913.	1914.	1912.	1913.	1914.
Passengers	1	3	2	8	17	13
Trainmen and trackmen	3	6	6	334	488	492
Stationmen	2	.....	1	163	147	143
Shopmen	3	5	2	405	472	574
Other employees	11	15	15	416	466	477
Other persons	3	3	9	17	16	53
Total	23	32	35	1,343	1,606	1,752

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passenger .	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	356,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,624
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	200	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,599	71,124
1914	25	402	200	1,475	340	410	565	2,287	1,868,091	116,175

ACCIDENTS AT HIGHWAY CROSSINGS.

The record of accidents at highway crossings in 1914 shows 81 persons killed and 122 injured. This was an increase, as compared with 1913, of 18 in the number killed, and of 18 in the number injured.

Of the number killed 44 were classified as trespassers, and of the injured 71 were in the same category. For the most part, these accidents to trespassers occurred at guarded crossings, when the gates were down or the signals set to danger.

The following is a summary of accidents at highway crossings, showing the numbers killed at urban and rural intersections during the past seven years:—

Class of Highway Crossing.	Killed.						
	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Urban	30	33	28	22	33	32	49
Rural	21	43	35	14	42	31	32
Total	51	76	63	36	75	63	81

Class of Highway Crossing.	Injured.						
	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Urban	35	41	45	70	43	69	72
Rural	33	31	16	38	41	35	50
Total	68	72	61	108	84	104	122

HIGHWAY CROSSINGS

There was an increase of 46 in the number of protected crossings during the year 1914.

The facts with regard to highway crossings are shown in the following tabular statement:—

Year.	Protected Crossings.		Unprotected Crossings	
	Urban.	Rural.	Urban.	Rural.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,493	20,642

The following tabular statement shows the classes of crossings and the means of protection:—

Crossings—How Protected.	1909.		1910.		1911.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	34	153	28	133	28	153
By bridges	190	110	220	125	232	128
By subways	213	166	229	171	269	182
By bells	39	77	64	83	104	115
By watchmen	16	101	16	118	19	123
Total	492	587	557	630	652	701

Crossings—How Protected.	1912.		1913.		1914.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urnab.
By gates	33	174	71	178	34	189
By bridges	233	147	274	158	265	151
By subways	275	216	276	227	283	257
By bells	118	127	179	155	217	157
By watchmen	21	124	27	126	24	140
Total	680	788	827	844	823	894

RAILWAY EMPLOYEES.

The returns showed 159,142 employees in the service of Canadian railways on June 30, 1914, as compared with 178,652 in 1913.

The aggregate of salaries and wages paid was $111,762,972·28. In 1913 the amount was $115,749,825·10.

The schedule in relation to employees has been revised and enlarged; so that in future the information in this regard will be more elaborate, more particularly as to classes. The new prescription was made effective on 1st July, 1914.

The following table shows the total of salaries and wages for the past eight years, and the ratio of that total to gross earnings and operating expenses:—

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	$		
1907	58,719,493	40·01	56·70
1908	60,376,607	41·09	56·26
1909	63,216,662	43·58	60·43
1910	67,167,793	38·61	55·78
1911	74,613,738	39·53	56·94
1912	94,237,623	39·79	57·92
1913	115,749,825	45·09	63·59
1914	111,762,972	45·97	62·43

Employees and their remuneration were distributed in 1914 under the following heads:—

	Number.	Amount.
		$
Way and structures	48,418	24,286,798
Equipment	30,565	23,025,968
Traffic expenses	2,164	1,992,093
Transportation expenses	58,457	52,181,299
General expenses	4,357	3,572,488
Undistributed	15,181	6,704,326
Total	159,142	111,762,972

The distribution of salaries and wages in preceding years had been as follows:

	1907.	1908.	1909.	1910.
	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902
Equipment	12,461,917	13,008,104	14,623,930	14,775,782
Traffic expenses			5,353,607	1,313,980
Transportation expenses	27,398,553	28,479,096	14,656,585	32,091,952
General expenses	3,760,138	4,163,835	4,333,354	2,483,177
Total	58,719,493	60,386,607	63,216,662	67,167,793

	1911.	1912.	1913.
	$	$	$
Way and structures	18,157,696	21,321,271	26,105,363
Equipment	15,544,057	17,761,622	22,534,072
Traffic expenses	1,564,399	1,679,919	2,209,984
Transportation expenses	35,832,034	43,988,877	54,170,519
General expenses	2,515,552	2,547,950	3,134,119
Outside operations			7,577,702
Undistributed			18,066
Total	76,613,738	87,299,639	115,749,825

The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1913 and seven preceding years:—

Railway Employees.	1907.		1908.		1909.		1910.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles. of line.
General officers	336	2	318	1	328	1	372	2
Other officers	461	2	526	2	574	2	178	3
General office clerks	4,214	19	4,795	21	5,967	25	4,835	28
Station agents	2,536	11	2,522	11	2,624	11	2,879	12
Other stationmen	11,829	53	8,908	39	10,739	45	12,578	51
Enginemen	4,351	19	3,868	17	4,104	17	4,419	18
Firemen	4,760	21	4,206	18	4,330	18	4,885	20
Conductors	2,911	13	2,719	12	2,831	12	3,323	13
Other trainmen	8,261	36	7,507	33	8,178	34	7,946	32
Machinists	2,486	11	2,759	12	3,294	14	2,935	12
Carpenters	3,215	14	3,190	14	3,377	14	3,348	17
Other shopmen	12,579	56	11,873	52	13,858	57	15,387	62
Section foremen	3,903	17	4,017	17	4,216	17	4,539	18
Other trackmen	30,614	136	20,068	87	28,401	118	30,131	122
Switch tenders, &c	2,364	11	1,849	8	1,624	7	1,628	7
Telegraph operators	2,987	13	2,686	12	2,899	12	2,985	12
Floating equipment	5,426	24	7,273	32	9,324	39	292	1
All other employees	20,779	93	17,320	75	18,527	77	17,568	71
Total	124,012	551	106,404	463	125,105	520	123,768	501

Railway Employees.	1911.		1912.		1913.		1914.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles. of line.	No.	Per 100 miles of line.
General officers	341	1	328	1	371	1	368	1
Other officers	878	3	1,018	3	1,158	4	1,151	4
General office clerks	7,076	28	7,679	29	8,915	30	9,744	31
Station agents	2,875	11	3,090	12	3,225	11	3,334	11
Other stationmen	13,334	52	15,041	56	16,505	56	13,623	44
Enginemen	4,647	18	5,505	20	6,102	21	5,258	17
Firemen	4,979	20	6,048	21	6,743	21	5,703	19
Conductors	3,643	14	4,348	16	4,923	17	4,201	14
Other trainmen	8,472	33	10,090	37	12,107	41	10,672	35
Machinists	3,092	12	3,932	15	4,292	20	3,928	13
Carpenters	4,283	17	4,320	16	5,865	19	4,942	16
Other shopmen	19,075	75	19,568	73	22,410	76	20,518	66
Section foremen	4,166	16	4,534	17	5,035	19	5,130	16
Other trackmen	21,628	85	26,319	98	32,181	109	27,493	89
Switch tenders, &c	1,868	7	1,658	6	1,715	6	1,521	5
Telegraph operators	3,088	12	3,425	13	3,947	13	3,673	12
Floating equipment	8,230	32	6,751	25	6,647	23	5,576	18
All other employees	29,549	116	32,228	121	36,473	124	32,407	105
Total	141,224	552	155,901	583	178,652	609	159,142	517

The average daily compensation of employees for the past eight years is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
General officers...	11 74	11 59	11 73	10 72	11 72	12 47	12 96	13 26
Other officers.....	4 11	4 63	4 59	4 73	4 84	4 92	5 00	5 40
General office clerks.....	1 70	1 81	1 81	1 94	1 98	1 99	2 03	2 12
Station agents.....	1 91	2 04	2 09	2 16	2 28	2 39	2 60	2 74
Other stationmen	1 56	1 71	1 65	1 65	1 73	1 77	1 90	1 98
Enginemen.....	3 89	4 53	4 13	4 12	4 40	4 64	4 88	4 84
Firemen.....	2 42	2 50	2 52	2 53	2 78	2 84	3 02	3 11
Conductors.....	3 20	3 30	3 31	3 30	3 62	3 69	3 85	3 93
Other trainmen...	1 92	2 06	2 13	2 12	2 44	2 54	2 66	2 83
Machinists.....	2 41	2 68	2 89	2 98	3 14	3 34	3 51	3 40
Carpenters.....	2 99	2 19	2 23	2 52	2 44	2 58	2 75	2 78
Other shopmen...	1 99	2 16	2 33	2 19	2 22	2 33	2 42	2 54
Section foremen...	2 06	2 25	2 15	2 18	2 32	2 38	2 50	2 58
Other trackmen...	1 45	1 57	1 59	1 58	1 66	1 77	1 83	1 85
Switch tenders, &c.....	1 84	1 81	2 00	1 57	1 98	1 84	2 02	1 73
Telegraph operators.....	1 88	2 07	2 09	2 20	2 28	2 28	2 51	2 64
Employees—float-equipment.....	1 18	1 10	1 26	2 19	1 11	1 22	1 26	1 09
All other employees.....	1 81	1 87	1 95	1 95	1 87	1 84	1 82	1 93

Undue significance should not be attached to the foregoing averages of compensation. They are the result of a system of gathering data with respect to employees which is admittedly imperfect; yet a better system would impose a cost on the railways out of proportion to the value of the facts to be elicited. For the year 1915 an improved classification has been prescribed, which will show a considerably wider range of classes of employees, and, it is hoped, will also secure a better statement with respect to average compensation.

TAXATION OF RAILWAYS.

Railways operating in Canada paid $2,822,774.35 in taxes during 1914, as against $2,444,960.68 in 1913.

The amount and distribution of taxes, by provinces, are shown in the following summary:—

Province.	Provincial. Tax.	Municipal Tax.	Total.
	$ cts.	$ cts.	$ cts.
Ontario	474,196 10	543,461 13	1,017,667 23
Quebec	83,531 19	549,815 37	633,346 56
Alberta	74,532 00	60,955 08	135,487 08
British Columbia	130,657 41	179,931 21	310,588 22
New Brunswick	193 72	3,060 57	3,254 29
Nova Scotia	.....	215 65	215 65
Manitoba	199,452 97	55,966 50	255,419 47
Saskatchewan	74,972 00	27,881 76	102,853 76
Prince Edward Island	100 00	.....	100 00
Yukon Territory	8,316 20	.....	8,316 20
Outside of Canada	355,525 89	7,224 70	355,525 89
Total	1,401,462 38	1,421,311 97	2,822,774 35

The total taxation, provincial and municipal, during the past six years is shown in the following statement:—

Province.	1909.	1910.	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	926 54	762 66	645 70	666 05	742 24	215 65
New Brunswick	782 79	1,298 35	842 16	2,417 00	1,950 11	3,254 29
Prince Edward Island	100 00	100 00	50 00	50 00	100 00	100 00
Quebec	362,974 16	337,490 05	372,914 32	406,111 02	520,093 24	633,346 56
Ontario	764,620 56	747,004 78	790,280 14	970,449 31	985,993 90	1,017,667 23
Manitoba	128,082 84	92,476 48	154,783 10	187,001 15	224,154 14	255,419 47
Alberta	98,038 39	87,423 93	90,785 16	91,181 97	116,223 44	135,487 08
Saskatchewan	48,869 56	161,575 45	79,019 28	71,537 29	73,284 28	102,853 76
British Columbia	154,025 07	220,687 32	196,971 26	205,286 49	247,936 55	310,588 22
Yukon	6,020 90	5,896 64	5,894 38	5,935 67	3,528 20	8,316 20
Undistributed			90,466 40			
Outside of Canada	16,895 78	121,933 17	173,089 68	259,802 60	270,954 58	355,525 89
Total	1,581,336 59	1,776,648 83	1,955,741 58	2,200,438 55	2,444,960 68	2,822,774 35

RAILWAY TIES.

A total of 10,436,583 ties were used in 1914, apart from the construction of new mileage, as compared with 10,071,787 in 1913.

The average cost per tie was 49·7 cents, as against 47·8 in 1913. The cost of ties has been steadily advancing for a number of years. A feature of the returns in 1914 was the largely increased number of treated ties, and the lowered average cost of that class.

The record of numbers is as follows:—

Class.	Number of Ties.				
	1907.	1911.	1912.	1913.	1914.
Cedar	812,033	879,325	875,561	1,850,078	939,014
Oak	779,857	462,443	314,579	557,333	582,704
Hemlock	71,871	132,831	268,044	1,024,130	593,796
Spruce	70,837	14,859	13,635	107,891	175,081
Fir	43,518	7,826	15,656	902,245	103,101
Tamarack	9,956	9,758	1,064,297	1,657,916	2,506,368
Pine	6,697	250,843	437,493	1,815,428	437,822
Chestnut	1,224	25,305	36,899	286,316	896,311
Soft wood	466,759	517,085	498,404	916,750	764,210
Hard wood	20,000	18,789	24,506	18,598	29,850
Treated			157,105	458,298	3,183,397
Unclassified	2,921,013	4,521,882	3,642,957	476,804	214,929
Total	5,203,765	6,840,946	7,349,136	10,071,787	10,426,583

The cost of railway ties in 1914 and four preceding years is shown in the following table:—

Class.	Cost of Ties.					Average Cost per Tie.				
	1907.	1911.	1912.	1913.	1914.	1907.	1911.	1912.	1913.	1914.
	$	$	$	$	$	cts.	cts.	cts.	cts.	cts.
Cedar	315,074	377,343	378,236	832,906	411,962	28·8	42·9	43·2	45·0	43·9
Oak	403,762	311,073	214,084	345,299	415,837	51·8	67·2	68·1	61·9	71·3
Hemlock	16,831	39,260	85,627	404,423	234,841	23·4	29·6	32·0	39·4	39·6
Spruce	24,699	3,387	3,969	32,795	48,794	35·0	23·5	30·0	30·4	27·8
Fir	22,398	2,343	4,423	377,977	34,007	51·4	30·0	28·0	41·8	32·9
Tamarack	2,312	4,032	580,009	811,736	1,385,395	23·2	41·3	54·5	48·9	55·3
Pine	1,556	163,884	274,101	955,993	201,633	21·8	65·3	62·6	52·6	46·1
Chestnut	636	15,780	19,152	180,382	588,278	52·0	62·3	52·0	63·0	65·6
Soft Wood	135,360	155,126	159,489	316,020	259,831	29·0	30·0	32·0	34·4	33·9
Hard Wood	5,300	5,301	6,304	4,340	8,810	26·5	28·2	25·7	23·3	29·5
Treated			125,731	392,793	1,515,709			80·0	85·6	47·6
Unclassified	986,577	1,921,670	1,436,555	160,651	79,211	34·0	42·5	39·4	33·6	36·8
Total	1,912,505	2,999,099	3,287,683	4,815,315	5,184,308	36·7	43·8	44·7	47·8	49·7

While it is definitely known that $5,184,308 was expended for railway ties in 1914, it is quite impracticable with the data available to even make a fairly accurate estimate of the cost of ties used in construction work. The aggregate however, could not have fallen below $10,000,000, having regard to the mileage of new line completed during the year.

DESPATCHING BY TELEPHONE.

The total mileage of line over which the despatching of trains was done wholly by telephone rose to 7,296·50 in 1914, as against 4,931·34 in 1913. This increase of 2,365·16 is significant of a material change from the method which had prevailed up to a few years ago.

It was also ascertained that 5,068·25 miles were operated by the joint use of telegraph and telephone, as compared with 2,197·20 in 1913.

The telephone was used in 1914, either wholly or in part, for the despatching of trains over 40·1 per cent of the total operative mileage.

FOREIGN RAILWAY STATISTICS.

During the past four years, through the courtesy of the Under Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made, and will be found in an appendix to this report. It will be of service for purposes of comparison.

ELECTRIC RAILWAYS.

Four operating lines did not report for the year ended June 30, 1914. These were:—

Montreal Tramways Company
St. John Railway Company
Yarmouth Street Railway Company
Pictou County Electric Railway Company.

The failure of the foregoing companies to comply with the requirements of the law is a serious matter. In order to save the basis of comparison it is necessary to insert figures relating to preceding years, which is most unsatisfactory.

Notwithstanding the delinquency of the companies to which allusion has been made, the reports received disclose a year of substantial progress by the electric railway interests of Canada. The statements which follow will sustain that view.

MILEAGE.

The returns received show the operative mileage in 1914 and five preceding years to have been as follows:—

Length of Tracks.	1909.	1910.	1911.	1912.	1913.	1914.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	988·97	1,049·07	1,223·73	1,308·17	1,356·63	1,560·82
Length of second main track	215·05	242·39	259·74	294·50	371·14	338·91
Total length of main track	1,204·02	1,291·46	1,483·47	1,602·67	1,727·77	1,899·73
Length of sidings and turnouts	83·62	91·39	103·54	120·84	141·86	152·71
Total, computed as single track	1,287·65	1,382·85	1,587·01	1,723·51	1,869·63	2,052·44

It will be observed that there was an addition to first main track of 204.19 miles as compared with 1913.

For purposes of comparison, the following table shows first track mileage since 1901:—

1901	*674·58
1902	557·59
1903	759·36
1904	766·50
1905	793·12
1906	813·47
1907	814·52
1908	992·03
1909	988·97
1910	1,047·07
1911	1,223·73
1912	1,308·17
1913	1,356·63
1914	1,560·82

*Included some second track.

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

The sum of $6,359,711 was added to the capitalization of electric railways in 1914, bringing the total up to $147,585,342.

The volume and division of capitalization since 1907 is shown in the following statement:—

Year.	Stocks.	Funded Debt	Total.
	$	$	$
1907	43,491,746	31,166,976	74,658,722
1908	50,295,266	37,114,619	87,409,885
1909	51,946,433	39,658,556	91,604,989
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,244	147,595,342

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include $493,346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

EARNINGS AND INCOME—		
Gross earnings from operation	$ 29,691,007 29	
Operating expenses	19,107,817 60	
Gross corporate income		$ 10,583,189 69
Miscellaneous income		3,503,427 54
Total corporate income		$ 14,086,617 23
DEDUCTIONS FROM INCOME—		
Taxes	$ 1,737,888 54	
Interest—funded debt	2,229,477 95	
" floating debt	236,823 20	
Other deductions	551,866 21	
Total deductions		4,756,055 90
Total net income		$ 9,330,561 33
DISPOSAL OF NET INCOME—		
Reserves, etc	$ 971,661 91	
Dividends	4,173,915 51	
Total		5,145,577 42
Surplus		$ 4,184,983 91
Adjustments—balance		589,851 75
Total surplus		$ 3,595,132 16

Owing to the omission of figures from delinquent corporations the foregoing statement does not agree closely with the results shown in Table 3. That table must therefore be regarded as a separate analysis, complete only as far as it goes.

A statement from one company which did not make an operating report adds $20,100 to the payments of interest on account of funded debt, $4,400 to sinking fund, and $25,000 to dividends on common stock

EARNINGS AND OPERATING EXPENSES.

Gross earnings in 1914 reached an aggregate of $29,691,007.29, as compared with $28,216,110.90 in 1913.

Operating expenses amounted to $19,107,817.60—an increase of $1,342,445.22 over the preceding year.

Operating expenses in 1914 were equal to 64·36 per cent of gross earnings, as against a ratio of 62·96 in 1913. There has been a persistent advance in operating cost during the past four years.

Following were the sources of gross earnings in 1914:—

Car Earnings—		
Passengers	$	21,181,328 13
Freight		1,123,909 53
Mail and Express		84,515 13
Other car earnings		105,162 34
Total car earnings	$	22,494,915 13
Miscellaneous Earnings—		
Advertising	$	82,960 87
Rent of land and buildings		22,051 32
Rent of tracks		6,838 41
Rent of equipment		20,005 62
Sale of power		85,171 67
Other miscellaneous earnings		154,425 05
Total miscellaneous earnings	$	371,452 94
Gross earnings undistributed		6,824,639 22
Gross earnings from operation	$	29,691,007 29

Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1901	5,768,283	1908	14,007,049
1902	6,486,438	1909	14,611,484
1903	7,233,677	1910	17,100,789
1904	8,453,609	1911	20,356,952
1905	9,357,125	1912	23,499,250
1906	10,966,871	1913	28,216,111
1907	12,630,430	1914	29,691,007

Following is a statement of gross earnings, and the sources thereof, for the past eight years:—

GROSS CAR EARNINGS.

Year.	Passengers.	Freight.	Mails, etc.	Other.	Total
	$	$	$	$	$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	54,883	372,421	14,007,049
1909	14,080,755	386,092	110,452	34,185	14,611,484
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	19,794,400	1,211,871	72,516	85,793	21,164,580
1914	21,181,328	1,123,910	84,515	105,162	22,494,915

Commencing with 1913, the failure of certain corporations to report, notably the Montreal Tramways Company, there has been a large undistributed balance in earnings. In 1914 that balance amounted to $6,824,639.22.

Details with respect to earnings and operating expenses will be found in tables 4 and 5.

Following was the distribution of operating expenses in 1914 with a comparison for 1912 and 1913:—

Operating Expenses.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.
Maintenance of way and structures	1,228,972 10	1,066,412 87	1,169,610 64
Maintenance of equipment	1,859,939 21	1,699,641 35	1,762,785 14
Operation of power plant	2,535,576 10	2,523,959 68	2,737,268 84
Operation of cars	6,770,560 47	6,534,718 13	7,323,842 67
General	1,871,626 75	1,897,738 36	2,031,646 14
Total	14,266,674 63	[1]17,765,372 38	[2]19,107,817 60

[1]Items lacking for $4,042,901.99.
[2]Items lacking for $4,082,664.27.

Following is a comparative statement of the items comprising operating expenses for the past four years:—

	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—				
Track and roadway	693,498 75	857,796 61	742,396 29	854,798 86
Electric line	163,108 91	227,562 04	226,205 55	221,974 85
Buildings and fixtures	64,697 11	143,613 40	97,811 03	92,836 93
Maintenance of equipment—				
Steam plant	46,504 31	50,137 15	45,826 09	73,167 42
Electric plant	65,145 02	87,570 70	61,907 97	175,834 23
Cars	790,609 02	916,755 20	802,444 90	823,583 66
Electric equipment of cars	546,276 52	630,521 52	614,166 79	513,016 03
Miscellaneous equipment	99,831 25	86,053 80	106,696 72	102,358 38
Miscellaneous shop expenses	192,609 03	67,493 89	68,598 88	74,825 42
Transportation—Operation of power plant—				
Power plant wages	207,118 54	205,858 34	235,504 39	185,254 97
Fuel for power	332,584 89	315,019 83	160,952 40	113,837 76
Water for power	21,947 47	13,979 30	15,206 49	16,754 01
Lubricants and waste for power plant	10,702 75	11,006 39	6,307 69	5,198 40
Miscellaneous supplies and expenses	29,126 20	22,051 25	46,983 39	83,214 15
Hired power	1,390,810 05	1,901,757 49	2,059,005 32	2,333,009 55
Transportation—Operation of cars—				
Superintendence	250,459 73	319,399 37	338,226 08	380,309 53
Wages of conductors	2,070,624 01	2,423,060 35	2,344,340 86	2,662,486 53
Wages of motormen	2,024,115 38	2,371,529 39	2,302,120 02	2,617,373 31
Wages, miscellaneous car service	294,498 67	339,771 00	603,401 38	273,273 22
Wages, car house employees	287,441 56	400,967 61	251,110 63	653,919 76
Car service supplies	151,489 64	161,895 17	92,254 09	114,546 85
Miscellaneous car service expenses	306,931 96	304,898 48	290,553 58	320,344 51
Hired equipment	55,278 55	73,876 17	115,331 92	127,853 01
Cleaning and sanding track	80,302 13	86,514 84	65,219 37	69,852 99
Removal of snow and ice	246,943 47	285,662 53	132,160 20	103,882 96
General—				
Salaries of general officers	279,819 40	327,451 09	349,524 29	379,298 16
Salaries of clerks	250,902 23	274,832 47	366,075 52	463,984 74
Printing and stationery	44,284 36	53,073 13	68,533 54	43,769 39
Miscellaneous office expenses	34,944 72	54,474 14	39,548 44	72,859 36
Store expenses	33,047 06	47,931 82	26,704 32	33,253 11
Stable expenses	37,876 19	43,908 89	34,704 32	32,314 44
Advertising and attractions	49,948 03	39,706 15	42,872 62	30,535 14
Miscellaneous general expenses	165,707 31	154,432 11	248,619 47	219,486 07
Damages	357,279 67	536,273 01	448,295 28	385,105 42
Legal expenses	9,107 13	4,406 14	3,496 71	18,505 62
Miscellaneous legal expenses	63,311 08	53,089 47	19,049 50	33,631 04
Rent of land and buildings	28,310 05	29,651 68	30,950 71	31,776 00
Rent of track and terminals	110,846 74	90,751 33	84,529 49	115,404 19
Insurance	144,713 85	148,309 85	135,251 46	171,723 46

It must be understood that for 1913 and 1914 no details were received from such corporations as failed to report.

PUBLIC SERVICE.

In 1914 the electric railways of Canada carried 614,709,819 passengers, exclusive of 179,349,774 transfers, as compared with 597,863,801 in 1913.

The volume of freight moved was 1,845,923 tons—a decrease of 112,007 tons as against the preceding year.

Passenger car mileage amounted to 97,114,254, as compared with 89,005,216 in 1913.

Freight, mail, and express car service involved a mileage of 1,803,554—showing a decrease of 11,421 miles as against the record for 1913.

The following statement shows the growth of passenger traffic since 1901:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1914, with the figures for the five preceding years:—

Classes of Cars, etc.	1909.	1910.	1911.	1912.	1913.	1914.
Passenger, closed	1,689	1,795	1,985	2,049	2,042	2,121
Passenger, open	1,017	994	990	866	863	856
Passenger, combination	337	337	455	574	930	1,104
Freight	152	282	357	483	591	649
Mail, express and baggage	20	25	33	33	35	35
Combination, passenger and freight	7	7	5	7	9	8
Work	85	87	108	103	211	236
Snow ploughs	54	62	60	57	61	61
Sweepers	90	97	106	112	123	131
Miscellaneous	92	103	2,252	194	124	115
Total	3,544	3,789	4,325	4,478	4,989	5,316

EMPLOYEES.

Employees totalled 16,195 in 1914, as against 16,351 in 1913. It should be explained, however, that the figures of the Montreal Tramways Company for 1911 were used in producing the totals for succeeding years.

Salaries and wages aggregated $11,845,463·76—an increase of $797,850·35 for the year.

The salaries and wages bill made up 61·9 per cent of the total operating expenses.

The following comparative table will show the number and classes of employees in 1914 and the five preceding years:—

Employees.	1909.	1910.	1911.	1912.	1913.	1914.
General administration—						
General officers	132	150	163	159	171	146
General office clerks	413	553	694	744	839	950
Maintenance—						
Superintendents	72	71	89	90	99	102
Other employees	3,548	3,633	4,546	4,922	5,823	5,077
Transportation						
Superintendents	100	102	111	118	148	151
Other employees	6,922	6,881	8,157	8,727	9,271	9,769
Total	10,557	11,390	13,671	14,760	16,351	16,195

ACCIDENTS.

Owing to the failure of several electric railway companies to report, it is quite impracticable to make a comparative statement with respect to accidents. Among the delinquents is the Montreal Tramways Company, which has invariably contributed the highest record of casualties. The facts, as disclosed by the returns received, will be found in the summary on a succeeding page

SUMMARIES.

Commencing with the year 1901, following is a summary of salient facts from the reports of electric railway companies:—

	1901.	1902.	1903.	1904.
Total mileage	1674·58	557·59	759·36	766·50
Paid-up capital	$39,076,018	$41,593,063	$47,096,453	$50,399,188
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,609
Net earnings	2,333,120	2,683,583	2,769,819	3,127,092
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373
" freight	95,082	127,917	164,188	182,143
" mail and express	33,135	15,952	20,276	30,738
" other sources	110,377	146,652	160,803	158,353
Total operating expenses	3,435,162	3,802,855	4,472,858	55,326,516
Maintenance of way and buildings	310,892	445,837	481,236	606,146
Cost of motive power	502,101	541,087	777,201	1,377,199
Maintenance of cars	322,700	353,891	606,602	659,213
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998
Tons of freight carried	287,926	266,182	371,286	400,161

	1905.	1906.	1907.	1908.	1909.
Total mileage	793·12	813·74	814·52	992·03	988·97
Paid-up capital	$61,033,321	$63,857,967	$73,567,795	$87,903,231	$91,604,989
Gross earnings	9,357,125	10,966,871	12,630,430	14,007,049	14,611,484
Net earnings	3,438,931	4,291,834	4,971,624	5,311,170	4,962,501
Earnings—passenger traffic	8,932,913	10,438,000	12,013,421	13,233,724	14,080,755
" freight	216,022	288,105	344,367	346,021	386,092
" mail and express	31,753	35,041	41,951	54,883	110,452
" other sources	176,435	205,724	233,190	372,421	34,185
Total operating expenses	5,918,194	6,675,037	7,373,251	8,695,880	8,885,235
Maintenance of way and buildings	629,656	608,767	765,684	912,929	643,135
Cost of motive power	1,240,001	1,242,075	1,412,358	1,803,723	1,445,227
Maintenance of cars	747,073	894,460	1,060,783	1,118,925	1,184,287
General operating charges	3,301,462	3,929,733	4,498,424	4,860,303	5,612,041
Total car mileage	45,959,101	50,618,836	53,361,227	56,964,881	60,152,846
Passengers carried	203,467,217	237,655,074	273,999,404	299,099,309	314,026,671
Tons of freight carried	510,350	506,024	479,731	732,475	

	1910.	1911.	1912.	1913.	1914.
Total mileage	1,047·07	1,223·73	1,308·17	1,356·63	1,560·82
Paid-up capital	$102,044,979	$111,532,347	$122,841,946	$141,235,631	$147,595,342
Gross earnings	17,100,789	20,356,952	23,499,250	28,216,111	29,691,007
Net earnings	5,383,276	6,592,335	5,937,031	6,434,742	9,330,561
Earnings—passenger traffic	16,125,995	19,130,376	22,007,750	19,794,400	21,181,328
" freight	575,537	744,179	1,025,372	1,211,871	1,123,910
" mail and express	68,604	88,233	78,819	72,516	84,515
" other sources	51,241	100,930	67,022	85,793	105,162
Total operating expenses	10,121,781	12,096,134	14,266,675	17,765,372	19,107,818
Maintenance of way and buildings	797,895	920,875	1,228,972	1,066,413	1,169,611
Cost of motive power	1,586,927	2,001,543	2,535,576	2,523,960	2,737,269
Operation of cars	4,814,762	5,768,085	6,770,560	6,534,718	7,323,843
General operating charges	1,406,943	·1,610,099	1,871,627	1,897,738	2,031,646
Total car mileage	65,249,166	72,618,806	82,070,064	89,005,216	98,917,808
Passengers carried	360,964,876	426,296,792	488,865,682	597,863,801	614,709,819
Tons of freight carried	852,294	1,228,362	1,435,525	1,957,930	1,845,923

[1]Improperly included, double track and siding. [2]Maintenance.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured, one in every
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955
1912	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287
1913	17	12	44	73	1,662	392	490	2,544			
1914	9	13	42	64	1,757	469	581	2,807			

See explanatory paragraph on preceding page.

I have the honour to be, sir,
Your obedient servant,
J. L. PAYNE,
Comptroller of Statistics.

RAILWAY STATISTICS

TABLE 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1914.

Name of Railway.	Description.	Distance. Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly)			
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B.	16·00	
	Harvey Branch, Albert to Harvey Bank, N.B.	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Franz—Main line	195·30	
	Branch—Michipicoten to Hawk Lake	26·04	
	Other branches	20·73	
			242·07
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 27·50	27·50	
	Branches	4·58	32·08
Atlantic, Quebec and Western	Paspebiac to Gaspé		102·75
Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental)	Matapedia Station on I.C.R. to Paspebiac		100·00
Bay of Quinte Railway	Deseronto to Bannockburn	75·40	
	Yarker to Sydenham	10·60	
			86·00
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Wilkes		12·04
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.		69·45
Bessemer and Barry's Bay	(Not operated)		
British Yukon	White Pass to Whitehorse Spur, Y.T.	90·32	
	" Macrae to Pueblo	10·80	
			101·12
Buctouche and Moncton	Moncton on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and North Western (C.N.R.)	Brockville to Westport, Ont.		45·00
Bruce Mines and Algoma	Now Lake Huron and Ontario		17·16
Canada and Gulf Terminal	St. Flavie to Matane		35·80
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound		396·41
Central Counties	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	22·24	
Leased to Canada Atlantic	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern	Port Arthur to Rainy River	284·80	
	International boundary to Paddington	106·62	
	Beaver to St. Albert	750·22	
	Branches—Twin City Junction to North Lake	56·40	
	" Carman Junction to Somerset	78·90	
	" Neepawa Junction to McCreary Junction	70·41	
	" North Junction to Prince Albert	360·62	
	" Sifton Junction to Winnipegosis	21·10	
	" Emerson to South Junction	72·69	
	" Winnipeg Transfer Track	3·93	
	" Rossburn Junction to Ross Jct.	190·57	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern—*Con.*	Branches—Greenway to Adelpha	51·84	
	" Arizona Junction to C. N. Junction	299·46	
	" Brandon Junction to Carberry	22·85	
	" St. James to Gypsumville	158·01	
	" Hartney to Virden	37·41	
	" Battleford to Battleford Junction	7·91	
	" Edmonton to Stony Plains	19·94	
	" Oakland to end of steel	44·18	
	" Thunderhill Junction to Oreeveille	72·90	
	" Dalmeny N. to Laird	28·13	
	" Paddington to Birdshill	8·70	
	" Saskatoon to Calgary	399·34	
	" Strathcona to Edmonton	7·81	
	" Ochre River to end of track	14·90	
	" Hudson Bay Jct. to Le Pas	88·06	
	" Hallboro to Beulah	75·43	
	" Prince Albert to Denholm	116·55	
	" Luxton to Bienfait	16·60	
	" North Battleford to Twitleford	56·74	
	" Vegreville to Munson Junc	161·28	
	" Delisle to Elrose Jct	50·24	
	" Shellbrook to Big River	56·85	
	" Cardinal to Notre Dame de Lourdes	2·63	
	" St. Albert to Athabasca	85·19	
	" Manfield to Bengough	184·41	
	" Moosejaw Jct. to Moosejaw	85·69	
	" Grosse Isle to Inwood	31·00	
	" Various spurs	147·75	
	" Totogan to Totogan Jct	1·80	
	" Elrose Jct. to Elrose	50·13	
	" Gravelburg Jct. to Gravelburg	79.25	
	" International boundary to Rainy River.	43·70	
	" Various spurs	3·06	
			4,512·87
Canada Southern.	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	236·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick		
	Fredericton to Loggieville	125·00	
Canadian Pacific—			
Owned	Main Line—Montreal to Vancouver		2,902·80
	Branches—Dunmore to Crows Nest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Felix	16·60	
	" Ste. Therèse Junction to St. Jerome	13·30	
	" St. Therèse to St. Eustache	6·00	
Montreal and Western	" St. Jerome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village.	3·20	
Brockville and Ottawa Ry.	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault Ste. Marie	179·30	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.*	Branches—McGregor to Varcoe	55·50	
	" Whittier Junction to Emmerson	63·80	
	" Rugby Junction to Manitou	100·30	
	" Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·40	
	" Rudyard to Kaleida	6·50	
	Souris Branch—Kenmay to Estevan	156·20	
	Souris Branch—Glenboro' to Souris	46·00	
	Souris Branch—Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·10	
	" North Portal to Pasqua	160·60	
	" New Westminster Junction to New Westminster	8·20	
Lake Temiskaming Colonization	" Mattawa to Kippewa	46·70	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Cranbrook to Kimberley	19·30	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561·30	
	" Marysville Junction to Marysville	0·90	
	" Crows Nest to Kootenay Landing	182.00	
	" Selkirk Junction to Selkirk	1·30	
	" Wolseley to Reston	122·40	
	" Lauder to Alida	54·70	
	" Bolton Junction to Romford	227·00	
	" Moosejaw to Outlook	118 80	
	" Stoughton to Assiniboia	148·60	
	" Langdon to Acme	39·80	
	" Kipp to Aldersyde	84·90	
	" Kerrobert to Macklin	46·40	
	" Molson to Whittier	43·60	
	" Kerrobert to Outlook	102·50	
	" Valeport to Bulyea	18·80	
	" Regina to Colonsay	133·10	
	" Irricana to Standard	36·50	
Alberta Ry. & Irrigation Co.	" Montana to Coutts	64·60	
	" Stirling to Cardston	46·60	
	" Curle to Expanse	34·30	
	" Kerrobert to Brass	36·90	
	" Swift Current to Vanguard	44·10	
	" Wilkie to Kelfield	35·40	
	" Wilkie to Cutknife	28·70	
	" Bassano to Standard	35·50	
	" Java to Cabri	34·50	
	" Port Moody Spur	3·20	
			4,324.80
	Total mileage owned		7,227·06
Lines leased	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que. 181·90		
	Eganville Jct. to Eganville, Ont. 19·20		
	Portion through U.S. territory 144·50		
		345·60	
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont. 51·70		
	Chaudiere Junction to Sussex St., Ottawa 6·60		
		58·30	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Con.*				
Leased lines	Ontario and Quebec—			
	Montreal (Windsor Sta.) to Montreal Jct.	5·20		
	Mile End to Adirondack Jct.	10·50		
	St. Luc Jct. to Western Jct.	2·10		
	Montreal Jct. to Toronto (Union Station)	339·10		
	Leaside Jct. " "	5·20		
	London to Windsor	112·60		
			474·80	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·80		
	Streetsville Junction to Melville Jct.	31·60		
	Cataract to Elora	27·30		
			175·70	
	West Ontario Pacific—Woodstock to London		26·70	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·40		
	Fraxa Junction to Teeswater	67·80		
	Wingham Junction to Wingham	4·50		
	Mount Forest Tank to Mount Forest	1·20		
			189·90	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·30	
	Joliette and Brandon—			
	St. Felix to St. Gabriel de Brandon		11·00	
	Montreal and Ottawa—			
	Vaudreuil to Jct. with Canada Atlantic	86·70		
	Rigaud to Pt. Fortune	6·80		
			93·50	
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon		38·70	
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton		2·70	
	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine		2·30	
	New Brunswick—			
	Woodstock to Maine Boundary	59·40		
	Newburg Junction to Gibson	59·10		
	Aroostock Junction to Edmundston	57·10		
	Portion in U. S.	29·20		
			204·80	
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·40		
			93·70	
	Fredericton—			
	Fredericton Junction to Fredericton		22·10	
	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·00		
	Portion in U.S.	3·00		
			120·50	
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown	4·60		
	Tobique Valley—			
	Perth Centre to Plaster Rock		27·50	
	Manitoba and Northwestern—			
	Portage-la-Prairie to Lanigan	348·50		
	Binscarth to Russell	11·30		
	Badenbury South	1·00		
	Saskatchewan and Western—Minnedosa to Gauthier Junction	18·20		
			379·00	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Manitoba Southwestern Colonization—		
	Manitou to Deloraine	100·60	
	Rugby Junction to Glenboro'	102·70	
	Elm Creek to Carman	12·20	
			215·50
	Great Northwest Central—		
	Chater to Miniota	71·00	
	Forrest to Lenore	40·70	
			111·70
	British Columbia Southern—		
	Nelson to Proctor	20·40	
	Yahk to Kingsgate	10·50	
			30·90
	Northern Colonization—		
	Labelle to Mont Laurier		58·00
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan		51·00
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.	36·40	
	Three Forks to Whitewater	7·70	
			44·10
	Columbia and Western—		
	Castlegar Junction to Midway	100·90	
	Castlegar Junction to Rossland	29·30	
	Trail to Smelter Junction	1·40	
	Mining Spurs, including Rossland to LeRoi	25·10	
			156·70
	Kootenay and Arrowhead—		
	Lardo to Gerrard		33·20
	Columbia and Kootenay—		
	Nelson to Robson	27·40	
	Spur to mouth of Kootenay River	·80	
	Slocan Junction to Slocan	31·30	
			59·50
	Vancouver and Lulu Island—		
	Vancouver to Steveston	16·90	
	Eburne extension	10·00	
			26·90
	Calgary and Edmonton—		
	Calgary Junction to Strathcona	190·60	
	" to Macleod Junction	107·20	
	Wetaskiwin to Hardisty	100·30	
	Lacombe to Coronation	106·70	
			504·80
	Ottawa Northern and Western—		
	Hull to Waltham	77·90	
	Hull Junction to Maniwaki	80·70	
			158·60
	Tillsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell	33·40	
	Embro to Ingersoll	9·30	
			42·70
	Guelph and Goderich—		
	Guelph to Goderich	80·20	
	Linwood Junction to Listowel	16·20	
			96·40
	Nicola, Kamloops and Similkameen—		
	Nicola to Spence's Bridge	47·00	
	Walkerton and Lucknow—		
	Walkerton to Saugeen Junction		37·60

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.		DISTANCE. Miles.	Total.
Canadian Pacific Ry. Co. Leased Lines	Georgian Bay and Seaboard—			
	Port McNicoll to Bethany		88·40	
	St. Mary's and Western Ontario—			
	Embro to St. Mary's		15·70	
	Orford Mountain—			
	Eastman to Windsor	36·00		
	Eastman to Troy Junction	23·70		
			59·70	
	St. Maurice Valley—			
	Three Rivers to Grand Mère		27·30	
	New Brunswick Southern—			
	Shore Line Junction to Bay Shore Junction		81·00	
	South Ontario Pacific—			
	Guelph Junction to Grant Junction		16·30	
	Kingston and Pembroke—			
	Kingston to Renfrew		103·40	
	Kootenay Central—			
	Fort Steele to Colvalli	23·00		
	Caithness to end of track	10·70		
			33·70	
	Total mileage leased			4,722·70
	owned			7,227·60
	in Can. Pac. system			11,950·30
Intercolonial Government Rys	Intercolonial—			
	Halifax to St. Rosalie Junction		798·71	
	Dartmouth Branch		12·00	
	Truro to Sydney		214·27	
	Pt. du Chêne to St. John		101·24	
	St. Leonard Junction to Nicolet		14·70	
	River Ouelle Branch		6·19	
	St. Charles Junction to Chaudière Junction		16·73	
	Dalhousie Branch		6·28	
	Pictou to Oxford Junction		69·39	
	Brown's Point to Stellarton		11·90	
	New Glasgow Junction to Pictou Landing		8·18	
	Pugwash Junction to Pugwash		4·54	
	Fredericton to Loggieville		126·60	
	Sydney Mines Branch		7·07	
	Ferrona Junction to Sunny Brae		12·48	
	Freight Branches		35·08	
	Sydney Mines Diversion		9·53	
				1,454·94
	Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.			
	Prince Edward Island—			
	Maine Line—Tignish to Georgetown		158·60	
	Charlottetown to Murray Harbour		52·30	
	Branch—Mount Stewart to Souris		39·33	
	Branch—Montague Junction to Montague		6·20	
	Branch—Emerald to Cape Traverse		12·90	
	Branches—Additions		9·90	
				279·23
				1,734 17

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern Ontario..	Toronto to Parry Sound	145·40	
	Parry Sound Junction to Sudbury Junction	112·50	
	Sudbury Junction to Ruel	65·70	
	East Don to Deseronto	133·90	
	Sydenham to Ottawa	86·66	
	Ottawa to Hawkesbury	58·60	
	Branches	27·59	
	Business Spurs	28·04	
			658·39
Canadian Northern Quebec..	Quebec to Montreal	176·07	
	Joliette to Hawkesbury	67·05	
	Garneau Junction to River à Pierre Jct'n	39·84	
	St. Jerome Junction to Huberdeau	45·28	
	St. Jacques Junction to Rawdon	15·88	
	Shawinigan Junction to Falls	3·41	
	Lorette Junction to Transcontinental Jct	5·30	
	Hedleyville Junction to Montmorency River	7·22	
	Spurs	10·97	
			371·02
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Guage, 5 ft. 6 in.) (not in operation)		13·00
Central Ontario	Picton to Trenton Junction	32·17	
	Trenton Junction to Maynooth	100·76	
	Ormsby Junction to Coe Hill	7·20	
			140·13
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	169·98	
	Branches—		
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·60	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·69	
	Windsor to Truro	57·40	
			274·16
Eastern British Columbia..	Corbin to McGillivray, B.C.	14·00	
			14·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Essex terminal	Grand Trunk Jct. to Sandwich	8·50	
	Windsor Branch Line	1·50	
			10·00

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Esquimalt and Nanaimo.	Victoria to Port Alberni, Island of Vancouver	134·00	
	Hayward Jct. to Cowichan Lake	18·00	
			152·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		
Fredericton and Grand Lake		35·00	35·00
Grand Trunk (owned)—			
Eastern Division		722·88	
Northern Division		893·59	
Middle Division		1,080·59	
Southern Division		245·55	
			2,944·83
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	161·30	
			161·30
	Total mileage owned and leased		3,106·13
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railways in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		
Grand Trunk Pacific	Winnipeg to Wolf Creek	920·10	
	Port Arthur to Superior Jct.	188·80	
	Superior Jct. to Winnipeg	258·60	
	Branches	14·20	
	Spurs	15·80	
			1,397 50
Gulf Shore, now, Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton	Halifax to Yarmouth	246·60	
	Mahone Junction to Lunenburg	7·00	
	Bridgewater Junction to Port Wade	92·50	
	New Germany Junction to Caledonia	22·11	
	Liverpool to Rapid Falls	4·98	
	Nictaux to Torbrook Mines	4·16	
	Shelburne to Battery Point Wharf	1·11	
			378·46
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·18
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa. 1·40		
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Junction with Central Ontario Ry		51·90
Inverness and Richmond, now Inverness Ry. and Coal Co	Inverness to Point Tupper Junction		60·91
International of New Brunswick	Campbellton to St. Leonards		112·00

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Kaslo and Slocan (Can. Pac. Ry.)			
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway		27·00
Kettle Valley	Carson to Lynch Creek, B.C.		22·20
Kingston and Pembroke, now Canadian Pacific Railway			
Klondike Mines	Dawson City to Sulphur Springs		31·81
Lenora Mount Sicker	Lenora Mines to Crofton, B.C.	10·00	
			10·00
Lotbiniere and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·66
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1·91
Maritime Coal, Railway and Power Co.	Maccan to Joggins Coal Mine		15·00
The Manitoba Ry., formerly The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern, the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches		355·68
Marmora Ry. and Mining Co., operated by Central Ontario	Central Ontario Junction to Wanston		9·60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Mid. of Man. now Manitoba Gt. Northern	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Midland of Manitoba	Terminals at Winnipeg		6·40
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to St. Cesaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43·70	
	Drummondville Junction to Drummondville	59·20	
		102·90	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Montreal and Atlantic—*Con.*	Leased—Lake Champlain and St. Lawrence Junction —Stanbridge to St. Guillaume	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line		10·85
Napierville Junction	St. Constant Junction to Rouse's Point		27·06
National Transcontinental			286·30
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	Now included in Intercolonial Ry		
New Brunswick and Prince Edward Island	From Sackville Station, International Railway to Cape Tormentine		36·00
New Brunswick Coal and Ry. Co.	From Norton to Minto		58·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern	Douglas to South Westminster		23·73
North Shore	Adamsville to Mount Carlyle		8·63
Northern New Brunswick & Seaboard			19·80
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21·36
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		6·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que.		4·25
Princeton Branch of Washington Co., Ry., (U.S.), now Maine Central	International Boundary near Waring to International Boundary near Woodland		5·10
Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert		254·40
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles).		
Quebec and Lake St. John	Quebec to Chambord Junction	176·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to Clarks	5·50	
	Chambord Junction to Roberval	13·30	
	La Tuque Junction to La Tuque	39·60	
	Roberval to Roberval Wharf	1·00	
			286·40
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke).		
			253·0

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Quebec Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tourmente	30·00	
	Quebec to Kent House	7·00	
	Branches	3·32	
			40·32
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	81·09	
South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	
			192·18
Red Mountain	From International boundary line at Patterson, B.C., to Rossland		9·59
Rutland and Noyan	International boundary to Noyan Jct.		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Raiway, near St. Johns, Que., easterly to Waterloo		43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles		
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built		
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B.		45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg		14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13·30	
			46·12
St. Martins	Hampton to St. Martins		30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·17	
	Branches to coal mines	28·49	
	Spurs	2·29	
			69·95
Temiskaming and Northern Ontario	North Bay to Cochrane	253·10	
	Englehart to Charlton	7·82	
	Cobalt to Kerr Lake	3·89	
	Iroquois Falls to Timmins	40·72	
	Earlton to Elk Lake City	28·50	
			334·03
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction		6·33
Temiscouata	Rivière du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tillsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		

TABLE 1.—Showing Location of Railways, etc.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie....	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton.....	79·88	
	Hamilton to Grand Trunk Junction.....	·27	
			80·15
Victoria and Sidney.....	Victoria to Sidney, B.C.		15·97
Victoria Terminal Railway and Ferry.....	City of Victoria.....		·99
Vancouver, Victoria and Eastern.....	Laurier to Danville.....	16·47	
	Grand Forks Junction to Phœnix.....	25·82	
	Grand Forks to Granby Smelter.....	4·74	
	Midway to International Boundary.....	28·89	
	Chopaka to Coalmont.....	71·27	
	International Boundary to S. Westminster.	21·05	
	International Boundary to Port Guichon.....	46·60	
	New Westminster to Vancouver.....	14·79	
	Burrard Inlet to Vancouver.....	1·93	
	Abbotsford to Kilgard.....	4·52	
			236·31
Wellington Colliery	Union Bay to Cumberland.....		10·75
York and Carleton.....	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.....		10·50
	Total mileage.....		30,794·54

TABLE 2.—SUMMARY of mileage operated for the

Name of Railway.	SINGLE TRACK.					
	Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under Trackage Rights.
	Main line.	Branches and spurs.				
1 Algoma Central & Hudson Bay	217·44	20·73	3·90			
2 Algoma Eastern	27·50	4·58				
3 Atlantic, Quebec & Western	102·75				1·75	
4 Bay of Quinté	75·40	10·60				19·00
5 Bedlington & Nelson	12·04					
6 Brandon, Sask. & Hudson Bay	69·45					
7 British Yukon	85·80	15·32				
8 Brockville, Westport & No'th-Western	45·00					
9 Canada & Gulf Terminal	35·80					
10 Canada Southern	226·18	153·86				16·76
Canadian Govt. Railways—						
11 Intercolonial	1,419·86	35·08				40·30
12 Prince Edward Island	210·90	68·33				
13 Canadian Northern	1,150·64	3,315·47	46·76	355·68	254·40	
14 Canadian Northern Ontario	602·76	55·63				6·60
15 Canadian Northern Quebec	243·12	127·90				
16 Canadian Pacific	2,902·80	4,324·80	3·135·60	1·500·30	86·80	93·90
17 Carillon & Grenville*	13·00					
18 Caraquet	68·00			16·78		
19 Cape Breton	31·00					
20 Central Ontario	132·93	7·20			9·60	
21 Crows Nest Southern	74·18					
22 Cumberland Ry. & Coal Co	32·00					
23 Detroit River Tunnel	1·45					
24 Dominion Atlantic	109·98	72·49		31·69		14·29
25 Eastern B.C.	14·00					
26 Elgin & Havelock	28·00					
27 Esquimalt & Nanaimo	134·00	18·00				
28 Essex Terminal	8·50	1·50				
29 Fredericton & Grand Lake	35·00					
30 Grand Trunk	2,944·83				161·30	10·10
31 Grand Trunk (Can. Atlantic)	396·41			59,85		
32 Grand Trunk Pacific	1,108·90	14·20			274·40	6·20
33 Halifax & South Western	246·60	131·86				2·30
34 Hereford	52·18					
35 International of New Brunswick	112·00					
36 Inverness Railway & Coal Co	60·91					
37 Irondale, Bancroft & Ottawa	51·90					
38 Kent Northern	27·00					
39 Kettle Valley	22·20					
40 Klondike Mines	31·81					
41 London & Port Stanley	23·66					0·42
42 Lotbinière & Megantic	30·00					
43 Magnetawan River	1·91					
44 Maine Central (Princeton)	5·10					
45 Manitoba Great Northern	91·77					0·99
46 Maritime Coal, Ry. & Power Co	12·00	3·00				
47 Massawippi Valley	35·46					2·95
48 Midland of Manitoba	6·40					69·02
49 Montreal & Atlantic	102·90			60·50		
50 Montreal & Province Line	50·00	8·60				
51 Montreal & Vermont Junction	23·60					
52 Moncton & Buctouche	32·00					
53 Morrissey, Fernie & Michel	5·82			5·03		
54 Napierville Junction	27·06					
55 Nelson & Fort Sheppard	55·42					5·42
56 New Brunswick Coal & Ry. Co	58·00					
57 New Brunswick & Prince Edward I'd	36·00					
58 New Westminster Southern	23·73					1·48
59 North Shore	6·13	2·50				

*Not in operation.

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Year ending June 30, 1914.—All Tracks.

Total Mileage operated.	Steel Rails.	Second Track.							
		Line represented by Capital Stock.		Line operated under Lease.	Line operated under Contract, etc.	Line operated under Trackage Rights.	Total Mileage operated.	Steel Rails.	
		Main line.	Branches and spurs.						
242·07	242·07								1
32·08	32·08								2
104·50	104·50								3
105·00	86·00								4
12·04	12·04								5
69·45	69·45								6
101·12	101·12								7
45·00	45·00								8
35·80	35·80								9
396·80	380·04	226·18	16·86			1·77	244·81	243·04	10
1,495·24	1,454·94	26·09				37·60	63·69	26·09	11
279·23	279·23								12
5·122 95	5,122·95								13
649·99	658·39								14
371·02	371·02	1·23					1·23	1·23	15
12,044·20	11,950·38	1,000·90		261·20			1·262·10	1,262,10	16
13·00	13·00								17
84·78	84·78								18
31·00	31·00								19
149·73	149·73								20
74·18	74·18								21
32·00	32·00								22
1·45	1·45								23
288·45	274·16					13·85	13·85		24
14·00	14·00								25
28·00	28·00								26
152·00	152·00								27
10·00	10·00								28
35·00	35·00								29
3,116·23	3,106·13	706·81					706·81	706·81	30
456·26	456·26	0·88					0·88	0·88	31
1,403·70	1,397·50	9·50			5·40		14·90	14·90	32
380·76	378·46								33
52·18	52·18								34
112·00	112·00								35
60·91	60·91								36
51·90	51·90								37
27·00	27·00								38
22·20	22·20								39
31·81	31·81								40
24·08	23·66								41
30·00	30·00								42
1·91	1·91								43
5·10	5·10								44
92·76	91·77								45
15·00	15·00								46
38·41	35·46								47
75·42	6·40								48
163·40	163·40	6·50					6·50	6·50	49
58·60	58·60								50
23·60	23·60								51
32·00	32·00								52
10·85	10·85								53
27·06	27·06								54
60·84	55·42								55
58·00	58·00								56
36·00	36·00								57
25·21	23·73								58
8·63	8·63								59

TABLE 2.—SUMMARY of mileage operated for the

	Name of Railway.	Single Track.					
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, Etc.	Line operated under Trackage Rights.
		Main line.	Branches and spurs.				
60	National Transcontinental	286·30					
61	Northern New Brunswick & Seab'rd.	16·90	2·90				
62	Nosbonsing & Nipissing	5·50					
63	Ottawa & New York	56·90					1·94
64	Père Marquette, in Canada	198·81					136·78
65	Phillipsburg Ry. and Quarry Co.	6·00					
66	Pontiac & Renfrew	4·25					
67	Quebec Central	138·00	115·00				
68	Quebec Oriental	100·00					
69	Quebec Ry., Light & Power Co.	27·50				3·32	
70	Quebec & Lake St. John	227·00	59·40				
71	Quebec, Montreal & Southern	190·78	1·40				
72	Roberval & Saguenay	20·00	16·80				
73	Red Mountain	9·59					
74	Rutland & Noyan	3·39					
75	Salisbury & Albert	45·00					
76	Schomberg & Aurora	14·40					
77	Stanstead, Shefford & Chambly	43·00					
78	St. Clair Tunnel	1·13					
79	St. Lawrence & Adirondack	32·82			13·30		8·80
80	St. Martins	30·00					
81	Sydney & Louisburg	39·17	28·49	1·09	1·20		
82	Temiscouata	113·00					
83	Temiskaming & Northern Ontario	253·10	80·93				
84	Thousand Islands	6·08	0·25				
85	Toronto, Hamilton & Buffalo	79·88	0·27				4·36
86	Vancouver, Victoria & Eastern	236·31					1·48
87	Victoria & Sydney	15·97					
88	Victoria Terminal and Ferry Co.	0·99					
89	Wabash, in Canada						245·40
90	Wellington Colliery Co's Railway	10·75					
91	York & Carleton	10·50					
	Final total	16,074·20	8,697·09	3·187·35	2·044·33	791·57	688·49

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Year ending June 30, 1914.—All Tracks—*Continued.*

	Second Track.								
Total Mileage operated.	Steel Rails.	Line represented by Capital Stock.		Line operated under Lease, etc.	Line operated under Contract, etc.	Line operated under Trackage Rights.	Total Mileage operated.	Steel Rails.	
		Main line.	Branches and spurs.						
286·30	286·30								60
19·80	19·80								61
5·50	5·50								62
58·84	56·90								63
335·59	198·81					136·57	136·57		64
6·00	6·00								65
4·25	4·25								66
253·00	253·00								67
100·00	100·00								68
30·82	30·82	9·50					9·50	9·50	69
286·40	286·40								70
192·18	192·18								71
36·80	36·80								72
9·59	9·59								73
3·39	3·39								74
45·00	45·00								75
14·40	14·40								76
43·00	43·00								77
1·13	1·13								78
54·92	46·12								79
30·00	30·00								80
69·95	69·95								81
113·00	113·00								82
334·03	334·03	4·52					4·52	4·52	83
6·33	6·33								84
84·51	80·15	9·83	0·27			0·38	10·48	10·10	85
237·79	236·31	7·12					7·12	7·12	86
15·97	15·97								87
0·99	0·99								88
245·40									89
10·75	10·75								90
10·50	10·50								91
31,483·03	30,794·54	2,009·06	17·13	261·20	5·40	190·17	2,482·90	2,292·79	

TABLE 2.—SUMMARY of Mileage Operated for the

Name of Railway.	Yard Track and Sidings.								
	Line represented by Capital Stock		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.						Iron	Steel.
1 Algoma Central & Hudson Bay..	17·31	5·95	18·00				41·26		41·26
2 Algoma Eastern	5·16	0·34					5·50		5·50
3 Atlantic, Quebec & Western									
4 Bay of Quinte	11·30	4·00					15·30		15·30
5 Bedlington & Nelson	0·27						0·27		0·27
6 Brandon, Sask. & Hudson Bay...	10·61						10·61		10·61
7 British Yukon									
8 Brockville, Westport and North Western	2·00						2·00		2·00
9 Canada & Gulf Terminal	2·00						2·00		2·00
10 Canada Southern	180·79	46·51					227·30		227·30
Canadian Govt. Railways—									
11 Intercolonial	481·00						481·00		481·00
12 Prince Edward Island									
13 Canadian Northern	153·94	410·56	8·39	43·58			616·47		616·47
14 Canadian Northern Ontario	39·62	8·73					48·35		48·35
15 Canadian Northern Quebec	35·19	9·54					44·73		44·73
16 Canadian Pacific	2,572 60			1,044 90			3,617·50		3,617·50
17 Carillon & Grenville									
18 Caraquet	3·50						3·50		3·50
19 Cape Breton									
20 Central Ontario	15·50				0·50		16·00		16·00
21 Crows Nest Southern	13·49						13·49		13·49
22 Cumberland Ry. & Coal Co	16·00						16·00		16·00
23 Detroit River Tunnel									
24 Dominion Atlantic	15·74	9·74		5·50		6·00	36·98	6·04	24·94
25 Eastern B.C.	2·00						2·00		2·00
26 Elgin & Havelock									
27 Esquimalt & Nanaimo	38·90						38·90		38·90
28 Essex Terminal									
29 Fredericton & Grand Lake									
30 Grand Trunk	1,228·84						1,228·84		1,228·84
31 Grand Trunk (Can. Atlantic)	110·58			5·29			115·87		115·87
32 Grand Trunk Pacific	236·56				87·40	13·88	337·84		323·96
33 Halifax and South Western	12·45	10·53					22·98		22·98
34 Hereford	8·40						8·40		8·40
35 International of New Brinswick..	6·50						6·50		6·50
36 Inverness Ry. & Coal Co	8·20						8·20		8·20
37 Irondale, Bancroft & Ottawa	1·70						1·70		1·70
38 Kent Northern									
39 Kettle Valley	1·49						1·49		1·49
40 Klondike Mines	2·00						2·00		2·00
41 London & Port Stanley	9·82						9·82		9·82
42 Lotbiniere & Megantic	3·00						3·00		3·00
43 Maganetawan River									
44 Maine Central (Princeton)									
45 Manitoba Great Northern	9·61						9·61		9·61
46 Maritime Coal, Ry. & Power Co.		3·00					3·00		3·00
47 Massawippi Valley	10·55						10·55		10·55
48 Midland of Manitoba	9·63						9·63		9·63
49 Montreal & Atlantic	38·90						38·90		38·90
50 Montreal & Province Line	2·50						2·50		2·50
51 Montreal & Vermont Jc'tn	2·00						2·00		2·00
52 Moncton & Buctouche	2·00						2·00		2·00
53 Morrissey, Fernie & Michel									
54 Napierville Junction	3·36						3·36		3·36
55 Nelson & Fort Sheppard	2·85						2·85		2·85
56 New Brunswick Coal & Ry. Co..	7·00						7·00		7·00
57 New Brunswick & Prince Edw'd Island	2·00	1·50					3·50		3·50

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Year Ending June 30, 1914.—All Tracks—*Continued.*

Line represented by Capital Stock.		Total Mileage Operated—All Tracks.							
Main line.	Branches and Spurs.	Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails. Iron.	Rails. Steel.	
234·75	26·68	21·90				283·33		283·33	1
32·66	4·92					37·58		37·58	2
102·75				1·75		104·50		104·50	3
86·70	14·60				19·00	120·30		101·30	4
12·31						12·31		12·31	5
80·06						80·06		80·06	6
85·80	15·32					101·12		101·12	7
47·00						47·00		47·00	8
37·80						37·80		37·80	9
633·15	217·23				18·53	868·91		850·38	10
1,926·95	35·08				77·90	2,039·93		1,962·03	11
210·90	68·33					279·23		279·23	12
1,304·58	3,726·03	55·15	399·26	254·40		5·739·42		5·739·42	13
642·38	64·36				6·60	713·34		706·74	14
279·54	137·44					416·98		416·98	15
6,476·30	4·324·80	3·135,60	2,806·40	86·80	93·90	16,923·80		16,829·90	16
13·00						13·00		13·00	17
71·50			16·78			88·28		88·28	18
31·00						31·00		31·00	19
148·43	7·20			10·10		165·73		165·73	20
87·67						87·67		87·67	21
48·00						48·00		48·00	22
1·45						1·45		1·45	23
185·72	82·23		37·19		34·14	339·28	6·04	299·10	24
16·00						16·00		16·00	25
28·00						28·00		28·00	26
172·90	18·00					190·90		190·90	27
8·50	1·50					10·00		10·00	28
35·00						35·00		35·00	29
4,880·48				161·30	10·10	5·051·88		5·041,78	30
507·87			65·14			573·01		573·01	31
1,354·96	14·20			367·20	20·08	1,756·44		1,736·36	32
259·05	142·39				2·30	403·74		401·44	33
60·58						60·58		60·58	34
118·50						118·50		118·50	35
69·11						69·11		69·11	36
53·60						53·60		53·60	37
27·00						27·00		27·00	38
23·69						23·69		23·69	39
33·81						33·81		33·81	40
33·48					0·42	33·90		33·48	41
33·00						33·00		33·00	42
1·91						1·91		1·91	43
5·10						5·10		5·10	44
101·38					0·99	102·37		101·38	45
12·00	6·00					18·00		18·00	46
46·01					2·95	48·96		46·01	47
16·03					69·02	85·05		16·03	48
148·30			60·50			208·80		208·80	49
52·50	8·60					61·10		61·10	50
25·60						25·60		25·60	51
34·00						34·00		34·00	52
5·82			5·03			10·85		10·85	53
30·42						30·42		30·42	54
58·27					5·42	63·69		58·27	55
65·00						65·00		65·00	56
38·00	1·50					39·50		39·50	57

TABLE 2.—SUMMARY of Mileage Operated for the

	Name of Railway.	Yard Track and Sidings.							Rails.	
		Line represented by Capital Stock		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.		
		Main line.	Branches and spurs.						Iron	Steel.
58	New Westminster Southern	1·04						1·04		1·04
59	North Shore	1·37						1·37		1·37
60	National Transcontinental									
61	Northern New Brunswick & Seaboard									
62	Nosbonsing & Nipissing									
63	Ottawa & New York	9·03						9·03		9·03
64	Pere Marquette, in Canada	70·04					23·03	93·07		70·04
65	Phillipsburg Ry. & Quarry Co.									
66	Pontiac & Renfrew									
67	Quebec Central									
68	Quebec Oriental									
69	Quebec Ry., Light & Power Co.		6·93					6·93		6·93
70	Quebec & Lake St. John	37·50	3·85					41·35		41·35
71	Quebec, Montreal & Southern	23·15	4·09					27·24		27·24
72	Roberval & Saguenay									
73	Red Mountain	3·37						3·37		3·37
74	Rutland & Noyan	0·77						0·77		0·77
75	Salisbury & Albert	5·00						5·00		5·00
76	Schomberg & Aurora									
77	Stanstead, Shefford & Chambly	3·43						3·43		3·43
78	St. Clair Tunnel									
79	St. Lawrence & Adirondack	6·74			4·84			11·58		11·58
80	St. Martin's									
81	Sydney & Louisburg		52·79					52·79		52·79
82	Temiscouata	6·50	2·74					9·24		9·24
83	Temiskaming & Northern Ontario	81·34	18·24					99·58		99·58
84	Thousand Islands	1·00						1·00		1·00
85	Toronto, Hamilton & Buffalo	64·28						64·28		64·28
86	Vancouver, Victoria & Eastern	46·39						46·39		46·39
87	Victoria & Sidney	1·74						1·74		1·74
88	Victoria Terminal Ry. & Ferry Co.	0·58						0·85		0·58
89	Wabash, in Canada									
90	Wellington Colliery Co's Ry.									
91	York & Carleton									
	Final total	5,700·13	599·04	26·39	1·104, 11	87·90	42·91	7·560·48	6·04	7,511 53

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Year ending June 30, 1914.—All Tracks—*Concluded.*

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.	
Main line.	Branches and Spurs.						Iron.	Steel.
24·77					1·48	26·25		24·77 58
7·50	2·50					10·00		10·00 59
286·30						286·30		286·30 60
16·90	2·90					19·80		19·80 61
5·50						5·50		5·50 62
65·93					1·94	67·87		65·93 63
268·85					296·38	565·23		268·85 64
6·00						6·00		6·00 65
4·25						4·25		4·25 66
138·00	115·00					253·00		253·00 67
100·00						100·00		100·00 68
37·00	6·93			3·32		47·25		47·25 69
264·50	63·25					327·75		327·75 70
213·93	5·49					219·42		219·42 71
20·00	16·80					36·80		38·80 72
12·96						12·96		12·96 73
4·16						4·16		4·16 74
50·00						50·00		50·00 75
14·40						14·40		14·40 76
46·43						46·43		46·43 77
1·13						1·13		1·13 78
39·56			18·14		8·80	66·50		57·70 79
30·00						30·00		30·00 80
39·17	81·28	1·09	1·20			122·74		122·74 81
119·50	2·74					122·24		122·24 82
338·96	99·17					438·13		438·13 83
7·08	0·25					7·33		7·33 84
153·99	0·54				4·74	159·27		154·53 85
289·82					1·48	291·30		289·82 86
17·71						17·71		17·71 87
1·57						1·57		1·57 88
					245·40	245·40		89
10·75						10·75		10·75 90
10·50						10·50		10·50 91
23,783·39	9,313·26	3,213·74	3,409·64	884·87	921·57	41,526·47	6·04	40,598·86

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914.—Canada.

Mileage owned in NOVA SCOTIA on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Government Railway—Intercolonial	503·64	494·13	9·51	
Cape Breton	31·00	31·00		
Cumberland Railway & Coal Co	32·00	32·00		
Dominion Atlantic, and	242·47	248·20		5·73
Windsor Branch of Intercolonial	31·69	31·47	·22	
Halifax & South Western	378·46	378·46		
Inverness Railway & Coal Co	60·91	60·91		
Maritime Railway, Coal & Power Co	15·00	15·00		
Sydney & Louisburg (Dominion Coal Co.)	69·95	68·80	1·15	
Total	1,365·12	1,359·97	10·88	5·73

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in PRINCE EDWARD ISLAND on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Government Railway—Prince Edward Island	279·23	279·23		
Total	279·23	279·23		

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in NEW BRUNSWICK on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Government Railway—Intercolonial	485·51	504·26	.....	18·75
Canadian Pacific	520·00	519·40	·60	
Caraquet, and	68·00	68·00		
Gulf Shore	16·78	16·78		
Elgin & Havelock	28·00	28·00		
Fredericton & Grand Lake	35·00	.....	35·00	
International of New Brunswick	112·00	112·00		
Kent Northern	27·00	27·00		
Moncton & Buctouche	32·00	32·00		
National Transcontinental	258·00	.....	258·00	
Northern New Brunswick & Seaboard	19·80	.....	19·80	
New Brunswick Coal & Railway Co	58·00	58·00		
New Brunswick and Prince Edward Island	36·00	36·00		
North Shore	8·63	8·63		
Maine Central (Princeton Branch)	5·10	5·10		
Salisbury & Albert	45·00	45·00		
St. Martins	30·00	30·00		
Témiscouata	44·00	44·00		
York & Carleton	10·50	10·50		
Total	1,839·32	1,544·67	313·40	18·75

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in QUEBEC on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Atlantic, Quebec & Western	104·50	104·50		
Canadian Government Railway—Intercolonial	465·79	464·07	1·72	
Canadian Pacific	1,063·60	1,063·90		·30
Canadian Northern Quebec	371·02	371·02		
Canada and Gulf Terminal	35·80	35·80		
Carillon & Grenville	13·00	13·00		
Grand Trunk	437·92	437·92		
" (Canada Atlantic)	66·38	66·38		
Hereford	52·18	52·18		
Lotbiniere & Megantic	30·00	30·00		
Massawippi Valley	35·46	35·46		
Montreal & Atlantic	163·40	163·40		
Montreal & Province line	58·60	58·60		
Montreal & Vermont Junction	23·60	23·60		
Napierville Junction	27·06	27·06		
National Transcontinental	28·30	.....	28·30	
Phillipsburg Railway & Quarry Co	6·00	6·00		
Quebec Central	253·00	253·00		
Quebec Oriental	100·00	100·00		
Quebec & Lake St. John	286·40	286·40		
Quebec Railway, Light & Power Co	30·82	40·32		*9·50
Quebec, Montreal & Southern	192·18	191·91	·27	
Roberval & Saguenay	36·80	.....	36·80	
Rutland & Noyan	3·39	3·39		
Stanstead, Shefford & Chambly	43·00	43·00		
St. Lawrence & Adirondack	46·12	46·12		
Temiscouata	69·00	69·00		
Total	4,043·32	3,986·03	67·09	9·80

*Double track improperly returned last year as single track.

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in ONTARIO on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Algoma Central & Hudson Bay	242·07	135·77	106·30	
Algoma Eastern	32·08	30·70	1·38	
Bay of Quinte	86·00	86·00		
Bessemer & Barry's Bay (abandoned)		5·00		5·00
Brockville, Westport & North Western	45·00	45·00		
Bruce Mines & Algoma		17·28		17·28
Canada Southern	380·04	380·04		
Canadian Northern	354·70	354·70		
Canadian Northern Ontario	658·39	500·15	158·24	
Canadian Pacific	3,085·30	3,081·50	3·80	
Central Ontario, and	140·13	140·13		
Marmora Railway & Mining Co	9·60	9·60		
Detroit River Tunnells	1·45		1·45	
Essex Terminal	10·00	10·00		
Grand Trunk	2,668·21	2,665·99	2·22	
" (Can. Atlantic)	389·88	389·88		
Grand Trunk Pacific	373·20	373·20		
Irondale, Bancroft & Ottawa	51·90	51·00	·90	
Lake Erie & Detroit River (Pere Marquette)	198·81	198·81		
London & Port Stanley	23·66	23·66		
Maganetawan River	1·91	1·91		
Nosbonsing & Nipissing	5·50	5·50		
Ottawa & New York	56·90	56·90		
Pontiac & Renfrew	4·25	4·25		
Schomberg & Aurora	14·40	14·40		
St. Clair Tunnel	1·13	1·13		
Temiskaming & Northern Ontario	334·03	330·78	3·25	
Thousand Islands	6·33	6·33		
Toronto, Hamilton & Buffalo	80·15	80·15		
Total	9,255·02	8,999·76	277·54	22·28

TABLE 3.—SUMMARY of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in MANITOBA on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Brandon, Saskatchewan & Hudson Bay	69·45	69·45		
Canadian Northern	1,913,43	1,903·75	9·68	
Canadian Pacific	1,692·60	1,620·70	71·90	
Grand Trunk Pacific	301·80	301·21	·59	
Midland of Manitoba	6·40	6·40		
Manitoba Great Northern	91·77	91·77		
Total	4,075·45	3,993·28	82·17	

TABLE 3.—SUMMARY of Single-Track Railway Mileage Owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in SASKATCHEWAN on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Northern	2,095·96	1,881·56	214·40	
Canadian Pacific	2,578·40	2,354 60	223·80	
Grand Trunk Pacific	414·80	414·80		
Total	5,089·16	4,650 96	438·20	

TABLE 3.—SUMMARY of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in ALBERTA on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Northern	712·10	482·56	229·54	
Canadian Pacific	1,524·60	1,423 10	101·50	
Grand Trunk Pacific	307·70	306·56	1·14	
Total	2,544·40	2,212·22	332·18	

TABLE 3.—SUMMARY of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in BRITISH COLUMBIA on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Bedlington & Nelson	12·04	12·04		
British Yukon	31·22	31·22		
Canadian Pacific	1,309·10	1·267·90	41·20	
Crows Nest Southern	74·18	74·18		
Eastern B.C.	14·00	16·00		*2·00
Esquimalt & Nanaimo	152·00	152·00		
Kettle Valley	22·20	22·20		
Morrissey, Fernie & Michel	10·85	10·85		
Nelson & Fort Sheppard	55·42	55·42		
New Westminster Southern	23·73	23·73		
Red Mountain	9·59	9·59		
Vancouver Copper Company's Railway (abandoned)		12·00		12·00
Vancouver, Victoria & Eastern	236·31	236·08	·23	
Victoria & Sydney, B.C.	15·97	15·97		
Victoria Terminal Railway & Ferry Co	·99	·99		
Wellington Colliery Company's Railway	10·75	10·75		
Total	1,978·35	1,950·92	41·43	14·00

*Returned incorrectly in 1913.

TABLE 3.—SUMMARY of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1914—*Continued.*

Mileage owned in YUKON TERRITORY on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
British Yukon	69·90	69·90		
Klondike Mines	31·81	31·81		
Total	101·71	101·71		

TABLE 3.—SUMMARY of Single-Track Railway Mileage owned in Provinces for the Year ending June 30, 1914—*Concluded.*

Mileage owned in UNITED STATES on June 30.

Name of Railway.	1914.	1913.	Increase.	Decrease.
Canadian Northern	46·76	48·08	.....	1·32
Canadian Pacific	176·70	176·70		
Total	223·46	224·78	.....	1·32

NOTE.—The above mileage applies to Canadian railways, which, in passing between two points in Canada, cross United States territory. Since such lines are operated wholly for purposes of Canadian traffic, or practically so, this mileage is, statistically, regarded as being in Canada.

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED.	
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	Algoma Central & Hudson Bay	10,000,000	41,310	48·34	10,686,000	44,144
2	Algoma Eastern	2,800,000	31,115	51·29	2,660,000	29,558
3	Atlantic, Quebec & Western	2,000,000	19,139	43·90	2,548,675	24,389
4	Bedlington & Nelson	1,000,000	83,056	100·00		
5	Brandon, Sask'n. & Hudson Bay	2,150,000	30,958	100·00		
6	British Yukon	2,934,119	29,016	58·92	2,044,760	20,221
7	Canada & Gulf Terminal	600,000	16,760	45·00	740,000	20,670
8	Canada Southern	15,000,000	39,470	39·86	22,630,000	49,546
9	Can. Gov't. R'lys.: Intercolonial					
10	P. E. Island					
11	Canadian Northern	77,000,000	17,062	30·40	176,214,080	39,047
12	Bay of Quinté	1,395,000	15,500	62·70	830,000	9,222
13	Central Ontario	3,331,000	23,771	77·39	973,333	6,945
14	Halifax & South Western	1,000,000	2,642	18·35	4,447,000	11,750
15	Inverness Railway & Coal Co	†			†	
16	Irondale, Bancroft & Ottawa	53,500	1,031	10·62	450,000	8,671
17	Manitoba	1,432,200	4,086	20·43	5,576,800	15,911
18	Qu'Appelle, Long Lake and Saskatchewan	201,000	787	3·00	5,051,463	19,770
19	Quebec & Lake St. John	4,524,000	15,796	50·17	4,493,101	15,688
20	Canadian Northern Ontario	10,000,000	15,188	15·77	53,365,302	81,054
21	Canadian Northern Quebec	9,550,000	25,740	52·17	8,756,119	23,600
22	Canadian Pacific	511,532,143	49,360	96·75	17,212,647	1,661
23	Atlantic & North West				6,453,200	32,089
24	Calgary & Edmonton				5,458,894	9,945
25	Lindsay, Bobcaygeon & Pontypool				500,000	12,920
26	Manitoba South Western Colonization				2,544,000	11,810
27	New Brunswick				7,821,127	38,189
28	New Brunswick & Canada				170,000	1,411
29	Fredericton				100,000	4,525
30	St. John & Maine				216.664	2,312
31	New Brunswick Southern				500,000	6,173
32	Ontario & Quebec	21,502,591	45,288	100·00		
33	St. Lawrence & Ottawa				973,333	16,695
34	St. Stephen & Milltown	50,000	10,869	100·00		
35	Shuswap & Okanagan				1,249,760	24,505
36	Joliette & Brandon				125,000	11,363
37	Toronto, Grey & Bruce				3,500,000	18,431
38	Cape Breton	1,000,000	32,258	100·00		
39	Caraquet	1,250,000	18,382	74·24	540,904	6,380
40	Crows Nest Southern	4,210,000	56,754	100·00		
41	Cumberland Railway & Coal Co	‡				
42	Detroit River Tunnel	3,000,000	1,239,669		18,000,000	7,438,016
43	Dominion Atlantic	2,433,33	9,804	29·46	5,826,373	23,474
44	Eastern, B.C.	420,000	30,000	100·00		
45	Elgin & Havelock	44,900	1,603	47·30	50,000	1,786
46	Essex Terminal	300,000	30,000	45·45	360,000	36,000
47	Esquimalt & Nanaimo	2,500,000	16,447	34·09	4,832,000	31,788
48	Grand Trunk	234,037,589	79,112	57·54	172,743,306	58,392
49	Buffalo & Lake Huron	2,605,632	14,967	39·48	4,279,456	22,942
50	Canada Atlantic	7,200,000	18,163	31·03	16,000,092	40,362
51	Central Counties	500,000	12,990	56·81	380,000	9,873
52	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
53	Grand Trunk Pacific	24,942,000	17,850	13·14	164,841,252	117,954
54	Fredericton & Grand Lake	140,000	4,000	23·53	465,000	13,286

†General Capital of Parent Co. ‡General Capital of Dominion Coal Co.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1914.

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Capital. Obligations.	Total Railway Trust Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p.c.	$	$	$	$	$	$	
51·66	10,080,000			606,000	20,686,000	85,454	1
48·71	2,500,000			160,000	5,460,000	60,673	2
56·10	2,548,675				4,548,675	43,528	3
					2,150,000	30,958	4
41·08	2,044,760				4,978,879	49,237	5
					1,000,000	83,056	6
55·00	740,000				1,340,000	37,430	7
60·14	22,630,000				37,630,000	99,016	8
							9
							10
60·90	116,803,167	12,387,413	25,000,000	22,023,500	253,214,080	56,109	11
37·30	830,000				2,225,000	24,722	12
22·61	973,333				4,304,333	30,716	13
81·65	4,447,000				5,447,000	14,392	14
							15
89·38	450,000				503,500	9,702	16
79·57	5,576,800				7,009,000	19,997	17
97·00	5,051,463				5,252,463	20,557	18
49·83	4,390,283		102,818		9,017,101	31,484	19
84·23	53,365,302				63,365,302	96,242	20
47·83	8,756,119				18,306,119	49,340	21
3·25	16,492,647			720,000	528,744,790	51,021	22
100·00	6,453,200				6,453,200		23
100·00	5,458,894				5,458,894		24
100·00	500,000				500,000		25
100·00	2,544,000				2,544,000	11,810	26
100·00	7,821,127				7,821,127	38,189	27
100·00	170,000				170,000	1,411	28
100·00	100,000				100,000	4,525	29
100·00	216,664				216,664	2,312	30
100·00	500,000				500,000	6,173	31
					21,502,591	45,288	32
100·00	973,333				973,333	16,695	33
					50,000	10,869	34
100·00	1,249,760				1,249,760	24,505	35
100·00	125,000				125,000	11,363	36
100·00	3,500,000				3,500,000	18,431	37
					1,000,000	32,258	38
25·76	500,000	40,904			1,790,904	24,762	39
					4,210,000	56,754	40
					‡		41
	18,000,000				21,000,000	8,677,685	42
70·54	5,826,373				8,259,706	33,278	43
					420,000	30,000	44
52·70	50,000				94,900	3,389	45
54·55	360,000				660,000	66,000	46
65·91	4,832,000				7,332,000	48,235	47
42·46	172,743,306				406,780,895	137,504	48
60·52	4,279,456				6,885,088	37,909	49
68·97	16,000,092				23,200,092	58,525	50
43·19	380,000				880,000	22,863	51
45·73	150,000				328,000	15,356	52
86·86	164,841,252				189,783,252	135,804	53
76·47	465,000				605,000	17,286	54

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED.	
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
55	Hereford	800,000	15,137	50·00	800,000	15,137
56	International of New Brunswick	1,320,000	1,200	59·56	896,000	8,000
57	Kent Northern	75,000	2,778	69·50	32,000	1,185
58	Kettle Valley	375,000	16,892	100·00		
59	Klondike Mines	1,375,000	44,355	56·00	1,091,250	34,305
60	International Bridge Co	1,500,000		75·00	512,260	
61	Lake Erie and Detroit	1,400,000	7,042	31·81	3,000,000	15,090
62	London & Port Stanley	537,158	22,382	28·40	1,332,854	56,409
63	Lotbinière & Megantic	50,000	1,666	100·00		
64	Maine Central	86,950	17,049	50·00	86,950	17,049
65	Manitoba Great Northern	2,066,000	22,513	100·00		
66	Massawippi Valley	800,000	22,560	100·00		
67	Midland of Manitoba	4,300,000	671,875	100·00		
68	Montreal & Atlantic	3,200,000	31,098	71·34	1,065,000	10,350
69	Lake Champlain & St. Lawrence J.	600,000	9,917	61·35	378,000	6,248
70	Montreal & Province Line	1,000,000	17,064	83·33	200,000	4,926
71	Montreal & Vermont Junction	1,000,000	42,373	100·00		
72	Moncton and Buctouche	250,000	7,812	80·65	60,000	1,875
73	Morrissey, Fernie and Michel	1,263,000	217,010	100·00		
74	Napierville Junction	600,000	22,173	100·00		
75	Nelson & Fort Sheppard	2,846,800	51,368	100·00		
76	New Brunswick Coal & Railway Co.	†				
77	New Brunswick & P.E. Island	214,850	5,968	68·00	100,000	2,777
78	New Westminster Southern	600,000	25,284	100·00		
79	North Shore (N.B.)	98,000	11,355	73·68	35,000	4,056
80	Northern New Brunswick and Seaboard	298,500	15,075	51·00	297,000	15,000
81	Ottawa & New York	1,000,000	17,575	38·46	1,600,000	28,119
82	Père Marquette, in Canada				5,870,000	29,500
83	Phillipsburg Railway & Quarry Co.	124,500	20,750	75·70	40,000	6,666
84	Quebec Central	3,381,603	15,233	35·17	6,233,406	28,079
85	Quebec Oriental	119,500	1,195	5·69	1,979,725	19,797
86	Quebec, Montreal & Southern	1,000,000	5,208	14·27	6,000,000	31,248
87	Roberval & Saguenay	2,000,000	54,347	73·12	735,600	19,989
88	Red Mountain	412,600	43,024	100·00		
89	Rutland & Noyan	100,000	29,499	50·00	100,000	29,499
90	Salisbury & Albert	150,000	3,333	100·00		
91	Schomberg & Aurora	250,000	17,361	45·90	300,000	20,020
92	Stanstead, Shefford & Chambly	608,750	14,157	79·60	155,865	3,625
93	St. Clair Tunnel	350,000		12·28	2,500,000	
94	St. Martins	99,000	3,300	52·38	90,000	3,000
95	St. Lawrence & Adirondack	1,230,655	37,497	57·37	914,418	27,862
96	Sydney & Louisburg	‡				
97	Temiskaming & Northern Ontario	*				
98	Temiscouata	1,000,000	8,849	24·41	3,099,669	27,401
99	Thousand Islands	60,000	8,185	51·85	58,000	7,913
100	Toronto, Hamilton & Buffalo	3,500,000	42,866	37·71	5,780,000	70,789
101	Vancouver, Victoria & Eastern	20,850,000	88,232	100·00		
102	Victoria & Sidney	103,000	6,450	27·00	300,000	18,785
103	Victoria Terminal & Ferry	250	252	100·00		
104	Wellington Colliery Co	500,000	46,511	100·00		
105	York & Carlton	105,000	10,000	100·00		
	Total	1,026,418,123			782,402,638	

†Owned by the New Brunswick Government.
‡General Capital of Dominion Coal Co. *Owned and operated by the Ontario Government.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1914—*Continued.*

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Capital Obligations.	Total Railway Trust Cols. 2+5.	Amount per Mile of Line Cols. 3+6.	
p.c.	$	$	$	$	$	$	
50·00	800,000				1,600,000	30,274	55
40·44	896,000				2,216,000	20,000	56
30·50	32,000				107,000	3,963	57
					375,000	16,892	58
44·00	935,040	156,210			2,466,250	78,660	59
25·00	512,260				2,012,260		60
68·19	3,000,000				4,400,000	22,132	61
71·60	1,332,854				1,870,012	78,791	62
					50,000	1,666	63
50·00	86,950				173,900	34,098	64
					2,066,000	22,513	65
					800,000	22,560	66
					4,300,000	671,875	67
28·66	1,065,000				4,265,000	41,448	68
38·65	378,000				978,000	16,165	69
16·67	200,000				1,200,000	21,990	70
					1,000,000	42,373	71
19·35	60,000				310,000	9,687	72
					1,263,000	217,010	73
					600,000	22,173	74
					2,846,800	51,368	75
							76
32·00	100,000				314,850	8,745	77
					600,000	25,284	78
26·32	35,000				133,000	15,411	79
49·00	297,000				595,500		80
61·54	1,325,000		275,000		2,600,000	45,694	81
100·00	5,870,000				5,870,000	29,500	82
24·30	40,000				164,500	27,416	83
64·83	4,588,473		1,644,933		9,615,009	43,312	84
94·31	1,948,000	31,725			2,099,225	20,992	85
85·73		6,000,000			7,000,000	36,456	66
26·88	723,600	12,000			2,735,600	74,336	87
					412,600	43,024	88
50·00	100,000				200,000	58,998	89
					150,000	3,333	90
54·10	300,000				550,000	37,381	91
20·40	155,865				764,615	17,782	92
87·72	2,500,000				2,850,000		93
47·62	90,000				189,000	6,300	94
42·63	914,418				2,145,073	65,359	95
					‡		96
					*		97
75·59	3,099,669				4,099,669	36,250	98
48·15	58,000				118,000	16,098	99
62·29	4,280,000			1,500,000	9,280,000	113,655	100
					20,850,000	88,232	101
73·00	300,000				403,000	25,235	102
					250	252	103
					500,000	46,511	104
					105,000	10,000	105
	711,742,135	18,628,252	27,022,751	25,009,500	1,808,820,761		

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED.	
	Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	Alberta & Great Waterways	50,000	.....	0·67	7,400,000	.....
2	Central of Canada	2,828,500	.....	100·00	.....	.....
3	Edmonton, Dunvegan and British Columbia	250,000	.....	3·45	7,000,000	.....
4	Erie, London & Tilsonburg	125,000	.....	100·00	.....	.....
5	Grand Trunk Pacific Branch Lines " " Saskatchewan	1,000,000	.....	6·90	13,469,004	.....
6	Lake Erie & Northern	1,500,000	.....	48,40	1,600,000	.....
7	Lake Huron & Northern Ontario	595,000	.....	50·00	595,000	.....
8	Pacific Great Eastern	25,000,000	.....	64·10	13,991,475	.....
9	Pacific Northern & Omenica	250,000	.....	100·00	.....	.....
10	St. John & Quebec	2,000,000	.....	32·00	4,250,000	.....
11	Southampton	39,000	.....	20·10	155,000	.....
12	Can. Northern Saskatchewan	1,000,000	.....	100·00	.....	.....
13	Canadian Northern Western	2,000,000	.....	17·82	9,224,000	.....
14	Canadian Northern Alberta	3,000,000	.....	32·26	6,299,996	.....
15	Canadian Northern Pacific	25,000,000	.....	51·00	24,685,334	.....
	Total	64,637,500	.....	.....	88,669,809	.....

Close of the Year ending June 30, 1914—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Capital. Obligations.	Total Railway Trust. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p.c.	$	$	$	$	$	$	
99·33	7,400,000	.....	.....	.....	7,450,000	.....	1
.....	.....	.....	.....	.....	2,828,500	.....	2
96·55	7,000,000	.....	.....	.....	7,250,000	.....	3
.....	.....	.....	.....	.....	125,000	.....	4
93·10	13,469,004	.....	.....	.....	14,469,004	.....	5
51·60	1,600,000	.....	.....	.....	3,100,000	.....	6
50·00	595,000	.....	.....	.....	1,900,000	.....	7
35·90	13,991,475	.....	.....	.....	38,991,475	.....	8
.....	.....	.....	.....	.....	250,000	.....	9
68·00	4,250,000	.....	.....	.....	6,250,000	.....	10
79·90	155,000	.....	.....	.....	194,000	.....	11
.....	.....	.....	.....	.....	1,000,000	.....	12
82·18	9,224,000	.....	.....	.....	11,224,000	.....	13
67·74	6,299,996	.....	.....	.....	9,299,996	.....	14
49·00	24,685,334	.....	.....	.....	49,685,334	.....	15
.....	88,669,809	.....	.....	.....	153,307,309	.....	

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Sudsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern \abandoned....	50,460 00	50,460 00		New Brunswick	48,680 00
2	Harvey Branch]	5,553 07	5,553 57		"	9,000 00
3	*Alberta Central.....	119,712 00	119,712 00			
4	Algoma Central and Hudson Bay	2,054,976 00	1,909,723 44		Ontario.....	201,580 00
5	Algoma Eastern.....	547,648 00	534,625 13		"	265,000 00
6	Atlantic, Quebec and Western...	902,800 00	902,800 00			
7	Bedlington and Nelson.....(nil).					
8	Brandon, Sask. and Hudson Bay.....(nil)					
9	British Yukon.....(nil)					
10	Bruce Mines and Algoma, now Lake Huron and N. Ontario...	53,920 00	53,920 00		Ontario.....	50,918 00
11	Canada and Gulf Terminal.....	210,053 59	210,053 59		Quebec.....	
12	Canada Southern, including,					
13	Sarnia, Chatham and Erie....				Ontario.....	
14	Leamington and St. Clair....	51,200 00	51,200 00		"	147,859 00
15	Can. Govt. Rys.: Intercolonial, including					
16	Canada Eastern.....	374,839 84	374,839 84			
17	Drummond County.....	423,936 00	423,936 00		Quebec.....	
18	Fredericton and St. Mary's....	30,000 00	30,000 00			
19	Nova Scotia Steel and Coal Co.'s Ry.....	40,000 00	39,840 00		Nova Scotia....	40,000 00
20	Prince Edward Island.....					
21	Can. Northern: including	374,606 00	374,606 00			
22	Bay of Quinte.....	350,455 25	350,455 25		Ontario.....	84,000 00
23	Brockville, Westport and N'th Western.....	140,800 00	140,800 00		"	
24	Central Ontario, and.....	205,862 79	205,862 79		"	278,000 00
25	Marmora Ry. and Mining Co..	30,720 00	30,720 00		"	19,149 39
26	Edmonton, Yukon & Pacific..	160,000 00	91,200 00			
27	Inverness Ry. and Coal Co....	627,000 00	368,545 97		Nova Scotia....	272,000 00
28	Irondale, Bancroft and Ottawa	144,000 00	144,000 00		Ontario.....	315,000 00
29	Manitoba.....				Manitoba.....	641,575 25
30	Ontario and Rainy River.....	1,534,526 00	1,534,526 00		Ontario.....	1,072,800 00
31	Port Arthur, Duluth and Western.....	271,200 00	271,200 00		Ontario.....	255,571 00
32	Winnipeg Great Northern.....					
33	Halifax and South Western, including	819,874 93	819,874 93		Nova Scotia....	
34	Central of N.S. and N.S. Southern.....	653,776 00	653,776 00		Nova Scotia....	
35	Halifax and Yarmouth.....	160,000 00	160,000 00		"	156,499 33
36	Liverpool and Milton.....	32,000 00	32,000 00			
37	Middleton and Victoria Beach.....	125,760 00	125,760 00		"	96,000 00
38	Quebec and Lake St. John.....	1,454,695 00	1,261,463 50		Quebec.....	2,533,000 00
39	Can. Northern Ontario.....	14,775,872 00	11,869,957 47		Ontario.....	
40	Can. Northern Quebec.....	2,020,616 89	2,020,616 89		Quebec.....	1,194,129 46
41	Can. Northern Alberta.....	2,832,024 00	2,832,024 00			
42	Can. Northern Pacific.....	5,225,659 00	5,225,659 00			
43	*Central Ry of Canada.....	30,145 02	30,145 02			
44	Canadian Pacific.....	30,289,342 70	30,289,342 70		Manitoba.....	375,377 50
		10,189,521 00	10,189,521 00		British Columbia.....	37,500 00
45	Canada Central.....	1,525,250 00	1,525,250 00		Ontario.....	1,479,000 00
46	Lake Temiskaming Colonization.....	310,335 95	310,335 95		Quebec.....	350,076 82
47	Montreal and Western.....	361,270 00	361,270 00		"	472,500 00
48	North Shore.....	1,500,000 00	1,500,000 00			
49	Quebec, Montreal, Ottawa and Occidental.....				Quebec.....	727,000 00

*Under construction.
†Secured by the Guaranteed Bonds of the Company.

by Governments and Municipalities, to 30th June 1914.

Governments.			By Municipalities.				
Subsidy Paid up.	Loan.	Subscription to Shares.	Sudsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
48,680 00							1
9,000 00							2
							3
100,000 00							4
250,000 00							5
							6
							7
							8
							9
50,918 00			500 00	500 00			10
			20,600 00	20,600 00			11
							12
			322,500 00	322,500 00			13
147,859 00							14
							15
			15,000 00	15,000 00			16
							17
40,000 00			4,000 00	4,000 00			18
							19
							20
84,000 00			197,990 43	197,990 43			21
			116,000 00	116,000 00			22
278,000 00			93,500 00	93,500 00			23
19,149 39							24
							25
233,000 00			100,000 00	50,000 00			26
135,000 00							27
641,575 25							28
1,072,800 00			50,000 00	50,000 00			29
255,571 00			40,000 00	40,000 00			30
							31
	† 4,447,000 00						32
			88,874 17	88,874 17			33
156,499 33			15,338 93	15,338 93			34
							35
							36
2,368,816 88			12,000 00	12,000 00		450,000 00	37
			20,000 00	20,000 00			38
1,194,129 46			82,000 00	82,000 00		200,000 00	39
							40
							42
							43
372,157 50			572,500 00	464,761 29			44
37,500 00							
1,479,000 00						42,500 00	45
							46
350,076 82							47
472,500 00							48
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		49

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Sudsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Alberta Ry. and Irrigation Co.	148,094 00	148,094 00			
2	Esquimalt and Nanaimo	1,115,440 00	1,115,440 00			
3	Kingston and Pembroke	48,000 00	48,000 00		Ontario	456,493 00
4	St. Maurice Valley	173,120 00	173,120 00			
	Leased—					
5	Atlantic and North West	3,888,800 00	3,888,800 00		Quebec	711,122,02
6	Cap de la Madeleine	7,424 00	7,424 00			
7	Columbia and Kootenay	88,800 00	88,800 00			
8	Credit Valley				Ontario	531,000 00
9	Fredericton				New Brunswick	230,000 00
10	Guelph Junction	51,200 00	46,000 00		Ontario	
11	Guelph and Goderich				"	
12	Lindsay, Bobcaygeon and Pontypool	185,173 06	185,173 06		Ontario	52,500 00
13	Manitoba and North Western				Manitoba	
14	Manitoba and South West Colonization				"	
15	Montreal and Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
16	Montreal and Ottawa	192,000 00	192,000 00		Ontario Quebec	100,000 00 182,210 00
17	Nakusp and Slocan	121,600 00	117,760 00		British Columbia	
18	New Brunswick				New Brunswick	76,000 00
19	New Brunswick and Canada				"	575,000 00
20	New Brunswick Southern				"	413,000 00
21	Nicola, Kamloops and Similkameen	300,800 00	300,800 00			
22	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
23	Ontario and Quebec	196,000 00	196,000 00		Ontario	
24	Ottawa, Northern and Western	950,000 00	821,009 20		Ontario Quebec	50,000 00 1,316,389 15
25	Saskatchewan and Western				Manitoba	
26	Shuswap and Okanagan	163,200 00	163,200 00			
27	St. John Bridge and Ry. Extension			433,900 00	New Brunswick	5,181 81
28	St. John and Maine				"	880,000 00
29	St. Lawrence and Ottawa				Ontario	
30	St. Mary's and Western Ontario	67,709 00	67,709 00		"	
31	St. Stephen and Milltown	14,848 00	14,848 00		New Brunswick	13,920 00
32	Tillsonburg, Lake Erie and Pacific	158,871 48	150,071 48		Ontario	38,564 00
33	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
34	Toronto, Grey and Bruce	14,656 00	14,656 00		Ontario	375,282 00
35	Vancouver and Lulu Island	61,760 00	61,760 00			
36	West Ontario Pacific	60,000 00	60,000 00		Ontario	
37	Orford Mountain	202,926 50	202,926 50		Quebec	138,884 92
38	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
39	Caraquet and Gulf Shore	224,000 00 53,699 20	224,000 00 53,699 20		New Brunswick "	180,000 00 41,950 00
40	Carillon and Grenville	(nil)				
41	Colchester Coal and Ry. Co.	12,800 00	12,800 00			
42	Cumberland Ry. and Coal Co.	44,800 00	39,850 00		Nova Scotia	184,450 00
43	Dominion Atlantic, including Windsor and Annapolis	1,193,369 00	1,193,369 00			
44	Cornwallis Valley	44,800 00	44,800,00		Nova Scotia	44,800 00
45	Western Counties	500,000 00	500,000 00		"	679,197 45
46	Midland of N.S.	399,060 40	399,060 40		"	185,600 00
47	Eastern British Columbia	(nil)				
48	Elgin and Havelock	‡ 82,652 82	‡ 82,652 82		New Brunswick	107,500 00
49	Essex Terminal	(nil)				
50	Fredericton and Grand Lake	216,576 00	216,576 00			

‡Includes loan used iron rails.

by Governments and Municipalities, to 30th June 1914—*Continued.*

Governments.			By Municipalities.				
Subsidy Paid up.	Loan.	Subscription to Shares.	Sudsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							1
							2
456,493 00			509,320 00	509,320 00			3
							4
699,192 08						325,000 00	5
							6
							7
531,000 00			1,085,000 00	1,085,000 00			8
230,000 00			80,000 00	80,000 00			9
						193,000 00	10
			31,000 00	31,000 00			11
52,500 00			73,000 00	73,000 00			12
			215,600 00	215,600 00			13
	900,000 00						14
87,750 00							15
100,000 00							
182,210 00			5,300 00	5,300 00			16
	647,074 00						17
76,000 00			23,000 00	23,000 00			18
575,000 00			47,500 00	47,500 00			19
413,000 00			3,000 00	3,000 00			20
							21
96,000 00							22
			52,500 00	52,500 00			23
50,000 00			150,000 00	150,000 00			
1,192,672 58			101,000 00	100,000 00			24
			10,000 00	10,000 00			25
							26
5,181 81							27
880,000 00		300,000 00				60,000 00	28
					300,000 00	90,000 00	29
			80,000 00	77,996 39			30
13,920 00							31
38,564 00			75,000 00	75,000 00			32
70,000 00							33
375,282 00			988,000 00	969,561 44			34
							35
			25,000 00	25,000 00			36
138,884 92			3,000 00	3,000 00			37
99,200 00			10,000 00	10,000 00			38
180,000 00							39
41,950 00							
							40
							41
173,650 00							42
							43
44,800 00			27,685 00	27,685 00			44
679,197 45			250,000 00	250,000 00			45
183,510 40			36,000 00	36,000 00			46
							47
107,500 00			13,000 00	13,000 00			48
							49
							50

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Sudsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Grand Trunk			15,142,633 33		
2	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
3	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
4	Buffalo and Lake Huron				"	
5	Cobourg, Blairton and Marmora				"	18,740 00
6	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
7	Grand Trunk, Georgian Bay Bay and Lake Erie				Ontario	336,000 00
8	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		"	224,660 00
9	Owen Sound Branch	39,744 00	39,744 00		"	
10	Hamilton and North Western				"	565,020 00
11	London, Huron and Bruce				"	178,630 00
12	Midland, Ontario				"	168,350 00
13	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
14	Northern				Ontario	196,188 00
15	North Simcoe				"	83,300 00
16	Northern Pacific Junction	1,320,000 00	1,320,000 00			
17	South Norfolk	54,400 00	54,400 00		Ontario	
18	Toronto and Nipissing				"	105,212 00
19	Lake Simcoe Junction				"	53,000 00
20	Victoria				"	312,000 00
21	Waterloo Junction	32,800 00	32,800 00		Ontario	
22	Wellington, Grey and Bruce				"	241,276 00
23	Whitby, Port Perry and Lindsay				"	94,957 59
24	Grand Trunk—Canada Atlantic Division	282,355 20	282,355 20		Ontario Quebec	270,000 00 200,000 00
25	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
26	Central Counties				"	
27	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
28	Grand Trunk Pacific	§4,994,416 66 1,269,299 20	§4,994,416 66 1,269,299 20	10,000,000 00	"	376,320 00
29	*Ha-Ha Bay, now Roberval and Saguenay					
30	Hereford	170,560 00	170,560 00		Quebec	103,000 00
31	International of New Brunswick	726,080 00	725,288 07		New Brunswick	275,000 00
32	Kent Northern	58,334 27 ‡	58,334 27		New Brunswick	135,000 00
33	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
34	Kettle Valley	1,053,099 52	1,053,099 52		British Columbia	675,000 00
35	Klondike Mines	197,184 00	197,184 00			
36	*Lake Erie and Northern	135,129 60	135,129 60			
37	L'Assomption (abandoned)	11,200 00	11,200 00			
38	Lake Erie and Detroit River,	571,851 00	571,851 00		Ontario	83,000 00
39	and London and Port Stanley				"	
40	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,994 00
41	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00
42	Manitoba Great Northern	(nil)				
43	Maritime Coal, Railway and Power Co	40,700 00	40,700 00		Nova Scotia	39,788 00
44	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
45	Midland of Manitoba	(nil)				
46	Minudie Coal and Railway Co.	18,544 00	18,544 00			

*Under construction.

§ Paid under the special "Implement Clause."

SESSIONAL PAPER No. 20b

Governments and Municipalities, to 30th June 1914—*Continued.*

Governments.			By Municipalities.				
Subsidy Paid up.	Loan.	Subscription to Shares.	Sudsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	.....	1
179,073 00	.....	.....	.....	.....	.....	.....	2
68,000 00	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	966,000 00	966,000 00	.....	.....	4
18,740 00	26,000 00	.....	113,000 00	113,000 00	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	7
336,000 00	.....	.....	929,000 00	929,000 00	.....	.....	8
224,660 00	.....	.....	213,000 00	213,000 00	.....	50,000 00	9
.....	.....	.....	85,500 00	85,500 00	.....	.....	10
565,020 00	.....	.....	599,805 00	599,805 00	.....	.....	11
178,630 00	.....	.....	311,500 00	311,500 00	.....	.....	12
168,350 00	.....	.....	144,870 85	144,870 85	.....	.....	13
150,000 00	.....	.....	21,774 00	21,774 00	.....	.....	14
196,188 00	.....	.....	241,980 00	241,980 00	.....	390,000 00	15
83,300 00	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	65,000 00	65,000 00	.....	.....	18
105,212 00	.....	.....	376,702 59	376,702 59	.....	.....	19
53,000 00	.....	.....	100,000 00	100,000 00	.....	.....	20
312,000 00	.....	.....	186,000 00	186,000 00	.....	.....	21
.....	.....	.....	47,000 00	47,000 00	.....	.....	22
241,276 00	.....	.....	682,000 00	682,000 00	.....	.....	23
94,957 59	.....	.....	222,094 93	222,094 93	.....	.....	24
270,000 00	.....	.....	154,392 00	152,900 00	.....	.....	
200,000 00	.....	.....	.....	.....	.....	32,000 00	25
577,326 06	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	24,000 00	24,000 00	.....	.....	27
55,500 00	.....	.....	20,000 00	20,000 00	.....	.....	28
376,320 00	.....	.....	350,000 00	350,000 00	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	30
84,226 36	.....	.....	.....	.....	.....	.....	31
275,000 00	.....	.....	5,000 00	5,000 00	.....	.....	32
135,000 00	.....	.....	.....	.....	.....	.....	53
21,000 00	.....	.....	.....	.....	.....	.....	34
300,000 00	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	38
83,000 00	.....	.....	356,500 00	356,500 00	.....	.....	39
.....	.....	.....	.....	.....	1,332,854 00	414,000 00	
126,994 00	.....	.....	.....	.....	.....	.....	40
10,000 00	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	42
39,780 00	.....	.....	.....	.....	.....	.....	43
5,000 00	.....	.....	.....	.....	.....	65,000 00	44
.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	46

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Sudsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Montreal and Atlantic, and				Quebec	444,000 00
2	Lake Champlain and St. Lawrence Junction				"	250,280 00
3	Montreal and Province Line	58,560 00	58,560 00		"	231,122 00
4	Montreal and Vermont Junction (nil)					
5	Moncton and Buctouche	102,400 00	101,600 00		New Brunswick	96,000 00
6	Morrissey, Fernie and Michel (nil)					
7	Napierville Junction	173,440 00	173,440 00		Quebec	
8	Nelson and Fort Sheppard (nil)					
9	New Brunswick Coal and Railway Co	190,400 00	190,400 00		New Brunswick	224,000 00
10	New Brunswick and Prince Edward Island	113,440 00	113,440 00		"	99,708 90
11	New Westminster Southern (nil)					
12	North Shore (N.B.)	27,616 00	27,616 00		New Brunswick	16,200 00
13	*Northern New Brunswick and Seaboard	108,160 00	108,160 00			
14	Ottawa and New York	262,384 00	262,384 00		Ontario	35,000 00
15	Phillipsburg Railway and Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
16	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 60
17	*Quebec Bridge and Ry. Co	374,353 33	374,353 33		"	250,000 00
18	Quebec Ry., Light and Power Co	96,000 00	96,000 00		"	306,945 50
19	Quebec Central	541,877 30	541,877 30		"	1,076,123 14
20	Quebec Oriental	828,435 84	828,435 84		"	1,596,390 00
21	*Quebec and Saguenay	248,801 28	248,801 28			
22	Quebec, Montreal and Southern, including United Counties,	500,386 25	500,386 25		Quebec	210,000 00
23	East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
24	South Shore	296,998 38	296,998 38		"	276,645 00
25	Red Mountain (nil)					
26	Rutland and Noyan (nil)					
27	Roberval and Saguenay	215,067 48	215,067 48		Quebec	
28	Salisbury and Albert	29,665 45 ‡	29,391 01		New Brunswick	455,000 00
29	Schomberg and Aurora	48,000 00	46,144 00			
30	*Southampton (N.B.)	81,280 00	81,280 00			
31	Stanstead, Shefford and Chambly (nil)					
32	St. Clair Tunnel	375,000 00	375,000 00			
33	St. Lawrence and Adirondack	149,481 60	149,481 60		Quebec	70,400 00
34	*St. John and Quebec	538,738 38	538,738 38			
35	St. Martins	‡ 83,612 54	83,612 54		New Brunswick	145,600 00
36	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
37	*Thessalon and Northern Ontario	6,112 00	6,112 00			
38	Temiskaming and Northern Ontario	2,134,080 00	2,134,080 00			
39	Temiscouata	645,950 00	645,950 00		Quebec N. Brunswick	362,250 00 66,000 00
40	Thousand Islands	61,200 00	29,840 00		Ontario	
41	Toronto, Hamilton and Buffalo	57,600 00	57,600 00		"	
42	Vancouver, Victoria and Eastern (nil)					
43	Victoria and Sidney (nil)					
44	Victoria Terminal Ry. and Ferry Co (nil)					
45	Wellington Colliery Co (nil)					
46	York and Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Total	114,086,112 27	110,312,621 61	25,576,533 33		31,454,579 89

*Under construction. ‡Includes loan of used rails.

Governments and Municipalities, to 30th June 1914—*Concluded.*

Governments.			By Municipalities.				
Subsidy Paid up.	Loan.	Subscription to Shares.	Sudsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
315,891 89						528,000 00	1
250,280 00			51,000 00	36,000 00			2
231,122 00			25,000 00	25,000 00			3
							4
94,500 00							5
							6
			10,000 00	10,000 00			7
							8
224,000 00							9
99,708 90							10
							11
16,200 00							12
							13
35,000 00			85,000 00	85,000 00			14
25,667 00							15
17,433 60							16
250,000 00			300,000 00	290,817 46			17
306,945 50							18
1,076,123 14			103,000 00	103,000 00			19
947,199 25			50,500 00	9,000 00			20
							21
207,565 00							22
115,215 00							23
276,645 00			25,000 00	25,000 00			24
							25
							26
			12,365 30	12,365 30			27
455,000 00			70,000 00	70,000 00			28
							29
							30
							31
							32
70,400 00							33
							34
145,600 00							35
82,000 00							36
							37
							38
362,250 00			25,000 00	25,000 00			
66,000 00							39
			10,000 00	10,000 00			40
			268,000 00	265,500 00			41
							42
							43
							44
							45
25,247 00							46
29,526,245 16	7,197,030 60	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	2,839,500 00	

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1914.

1	3	4	A	5	6	7
Name of Railway.	EARNINGS. Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation. Cols. 3+4+A	Operating Expenses.	NET EARNINGS. 1914. Cols. 5-6.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	78,913 80	794,102 82	82,358 92	955,375 54	737,529 01	217,846 53
Algoma Eastern	21,551 82	159,915 60	1,701 95	183,169 37	107,592 18	75,577 19
Atlantic, Quebec & Western	37,900 69	28,628 48	152 34	66,681 51	105,475 90	−38,794 39
Bay of Quinte	46,533 51	153,355 94	2,485 49	202,374 94	206,238 43	−3,863 49
Bedlington & Nelson	158 50	682 75	Dr. 4 00	837 25	11,285 60	−10,448 35
Brandon, Saskatchewan & Hudson Bay	33,936 76	26,373 78	34 75	60,345 29	122,232 11	−61,886 82
British Yukon	72,291 22	134,190 85	3,199 35	209,681 42	92,320 98	117,360 44
Brockville, Westport & North Western	37,773 73	32,902 55	66 69	70,742 97	84,577 82	−13,834 85
Canada & Gulf Terminal	22,135 10	23,492 29	584 53	46,211 92	35,037 73	11,174 19
Canada Southern	3,513,825 72	7,041,480 90	58,304 32	10,613,610 94	6,226,680 08	4,386,930 86
Canadian Government Railways (Intercolonial)	4,137,655 68	8,168,438 32	104,314 47	12,410,408 47	12,701,679 18	−291,270 71
" " " (Prince Edward Island)	216,383 69	184,342 27	14,185 39	414,911 35	569 020 82	−154,109 47
Canadian Northern	4,331,633 34	18,309,989 60	1,139,705 90	23,781,328 84	16,348,943 58	7,432,385 26
" " Ontario	402,774 57	1,007,551 09	49,961 20	1,460,286 86	1,562,362 79	−102,075 93
" " Quebec	438,190 51	1,200 514 51	33,018 25	1,671,723 27	1,482 180 48	189,542 79
Canadian Pacific	37,069,548 51	80,458,763 58	2,225,730 26	119,754,042 35	81,701,933 85	38,052,108 50
Cape Breton	6,598 96	4,376 05	465 14	11,440 15	23,976 95	−12,536 80
Caraquet	23,251 96	51,420 19	.....	74,672 15	68,407 48	6,264 67
Central Ontario	112,143 31	232,788 48	2,828 20	347,759 99	346,259 65	1,500 34
Crow's Nest Southern	18,645 78	116,750 30	334 20	135,730 28	243,426 13	−107,695 85
Cumberland	19,201 55	87,762 26	455 25	107,419 06	74,057 16	33,361 90
Dominion Atlantic	470,507 67	498,394 81	11,657 82	980,560 30	788,540 49	192,019 81
Eastern British Columbia	3,274 49	43,456 98	268 45	46,999 92	27,265 69	19,734 23
Elgin & Havelock	3,274 04	7,117 10	.....	10,391 14	9,348 65	1,042 49
Essex Terminal	.....	46,744 68	5,634 29	52,378 97	34,299 42	18,079 55
Esquimalt & Nanaimo	334,827 60	483,434 59	23,571 42	841,833 61	501,667 67	340,165 94
Fredericton & Grand Lake Coal & Railway Co	4,440 45	45,107 34	399 69	49,947 48	43,341 12	6,606 36
Grand Trunk	13,703,832 11	24,975,944 37	533,401 82	39,213,178 30	28,351,040 04	10,862,138 26
" (Canada Atlantic)	564,434 07	1,757,017 46	61,576 52	2,383,028 05	2,413,021 12	−29,993 07
Grand Trunk Pacific	1,696,997 32	6,415,546 58	132,049 23	8,244,593 13	7,591,147 67	653,445 46
Halifax & South Western	272,177 21	285,005 00	3,870 58	561,052 79	527,636 96	33,415 83
Hereford	21,525 87	100,723 21	552 09	122,801 17	158,651 48	−35,850 31
Inverness Railway & Coal Co	23,231 60	188,352 60	1,327 41	212,911 61	122,586 96	90,324 65
Irondale, Bancroft & Ottawa	9,575 67	22,113 89	643 32	32,332 88	36,506 28	−4,173 40
International of New Brunswick	49,437 37	79,642 05	1,259 66	130,339 08	117,095 02	13,244 06

Kent Northern	8,704 26	11,543 59		20,247 85	20,331 29	−83 44
Kettle Valley	807 70	6,492 56	2 00	7,302 26	12,166 38	−4,864 12
Klondike Mines		112,175 90		112,175 90	52,118 58	60,057 32
Lotbiniere & Megantic	7,310 60	22,927 87	21 00	30,259 47	27,572 17	2,687 30
London & Port Stanley	40,884 22	93,373 65	1,583 87	135,841 74	180,915 11	−45,073 37
Maine Central	11,326 10	6,756 01		18,082 11	14,382 27	3,699 84
Manitoba Great Northern	6,942 39	36,552 99	582 21	44,077 59	113,190 15	−69,112 56
Maritime Coal, Railway & Power Co	7,420 51	63,823 58		71,244 09	47,814 06	23,430 03
Massawippi Valley	70,839 59	139,971 29	1,388 66	212,199 54	227,305 98	−15,106 44
Moncton & Buctouche	10,568 99	18,122 42	1,071 29	29,762 70	31,303 74	−1,541 04
Midland Railway Co. of Manitoba	188,695 91	127,735 76	10,433 64	326,865 31	448,829 70	−121,964 39
Montreal & Atlantic	243,348 90	751,153 69	23,575 04	1,018,077 63	1,037,158 92	−19,081 29
Montreal & Province Line	60,342 35	74,893 19	2,352 72	137,588 26	103,455 61	34,132 65
Montreal & Vermont Junction	62,364 36	69,758 88	149 85	132,273 09	87,041 39	45,231 70
Morrissey, Fernie & Michel	13,516 50	136,627 90		150,144 40	127,452 35	22,692 05
National Transcontinental, operated by Canadian Government Railways	12,706 83	61,790 00	570 86	75,067 69	107,705 80	−32,638 11
Napierville Junction	8,651 94	96,243 10	159,08	105,054 12	56,255 54	48.798 58
Nelson & Fort Sheppard	27,030 64	36,558 78	2,742 15	66,331 57	116,976 22	−50,644 65
New Brunswick Coal & Railway Co	14,864 06	35,910 94	4 683 74	55,458 74	78,330 76	−22,872 02
New Brunswick & Prince Edward Island	13,180 69	32,968 87	203 65	46,353 21	41,344 93	5,008 28
New Westminster Southern	10,494 36	33,791 45	3,038 57	47,324 38	31,943 46	15,380 92
Northern New Brunswick & Seaboard	2,989 03	18,505 21		21,494 24	14,735 06	6,759 18
North Shore	205 27	619 91		825 18	988 84	−163 66
Ottawa & New York	94,009 19	159,244 61	6,869 52	260,123 32	262,161 49	−2,038 17
Pere Marquette	197,970 51	2,151 848 00	12,207 07	2,362,025 58	1,804,492 23	557,533 35
Quebec Central	457,087 33	1,092,900 95	18,032 32	1,568,020 60	1,093,463 86	474,556 74
Quebec & Lake St. John	317,285 54	602,641 93	14,849 74	934,777 21	845,814 90	88,962 31
Quebec, Montreal & Southern	161,121 21	244,774 21	5,740 52	411,635 94	533,650 45	−122,014 51
Quebec Oriental	57,692 45	77,072 66	60 00	134,825 11	125,795 33	9,029 78
Quebec Railway, Light & Power Co	13,380 30	72,732 09	1,047 22	87,159 61	70,071 61	17,088 00
Roberval-Saguenay	4,875 45	26,211 53	863 88	31,950 86	36,771 34	−4,820 48
Red Mountain	3,177 10	11,818 74	250 43	15,246 27	31,650 86	−16,404 59
Rutland & Noyan	9,315 05	5,597 03		14,912 08	12,527 84	2,384 24
Salisbury & Albert	12,364 82	23,021 89	754 13	36,140 84	30,347 29	5,793 55
Schomberg & Aurora	6,103 53	7 901 51		14,005 04	14,232 53	−227 49
Stanstead, Shefford & Chambly	41,277 81	48,107 68	575 22	89,960 71	97,999 23	−8,038 52
St. Clair Tunnel	72,790 00	273,531 00	1,449 50	347,770 50	107,675 43	240,095 07
St. Lawrence & Adirondack	281,056 84	369,882 44	2,599 13	653,538 41	485,310 51	168,227 90
St. Martins	5 772 18	8,626 88	152 84	14,551 90	13,989 97	561 93
Sydney & Louisburg	55,528 72	725,116 23	26,522 40	807,167 35	580,619 62	226,547 73
Temiscouata	65,871 06	200,945 50	4,960 12	271,776 68	199,957 53	71,819 15
Temiskaming & Northern Ontario	638,750 18	975,842 93	76,095 65	1,690,688 76	1,493,787 71	196,901 05
Thousand Islands	13,446 40	23,594 12	3,643 06	40,683 58	29,429 25	11,254 33
Toronto, Hamilton & Buffalo	450,551 94	1,040,305 56	11,474 20	1,502,331 70	1,085,316 72	417,014 98
Vancouver, Victoria & Eastern	253,197 84	495,520 00	21,876 51	770,594 35	938,337 77	−167,743 42
Victoria Terminal Railway & Ferry Co	2,446 74	1,746 61	682 69	4,876 04	3,189 32	1,686 72
Victoria & Sidney, B.C	30,519 80	24,978 28	970 29	56,468 37	81,868 01	−25,399 64
Wabash (in Canada)	690,404 22	1,831,217 45	5,275 72	2,526,897 39	2,335,801 74	191,095 65
Wellington Colliery Co	4,342 40	100,237 54		104,579 94	104,579 94	
York & Carleton	2,085 21	3,592 27		5,677 48	3,731 63	1,945 85
Total	72,564,203 20	165,753,730 45	4,765,605 39	243,083,539 04	178,975,258 90	64,108,280 14

1	2	3	4	5	A	6	7	8
Name of Railway.	Passenger Revenue.	Revenue per Passenger per Mile.	Mail.	REVENUE FROM TRANSPORTATION. Express.	Excess Baggage, Parlor and Chair Car Revenue and other items	Total Passenger Service. Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6. / Col. 16.
	$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p. c.
Algoma Central and Hudson Bay	75,534 51	2·796		3,246 96	132 33	78,913 80	·50547	8·26
Algoma Eastern	20,148 44	2·896		1,372 86	30 52	21,551 82	1·19513	11·77
Atlantic, Quebec and Western	36,899 78	2·577		935 59	65 32	37,900 69	·56610	56·83
Bay of Quinte	35,586 64	2·231	7,157 13	3,196 70	593 04	46,533 51	·29269	22·99
Bedlington and Nelson	156 87	3·746			1 63	158 50	·09280	19·00
Brandon, Saskatchewan and Hudson Bay	28,758 32	2·580	2,377 12	2,499 45	301 86	33,936 76	·78069	56·23
British Yukon	66,591 48	7·583	4,058 31	1,233 97	407 46	72,291 22	1·81131	34·47
Brockville, Westport and North Western	31,673 81	1·839	3,420 05	2,108 13	571 74	37,773 73	·71221	53·39
Canada and Gulf Terminal	18,177 84	3·054		3,300 00	657 26	22,135 10	·94393	47·89
Canada Southern	2,890,843 93	2·273	145,059 64	414,465 01	63 457 14	3,513,825 72	1·71000	33·10
Canadian Govt. Rys. (Intercolonial)	3,342,411 50	1·669	269,714 64	325,609 03	199,920 51	4,137,655 68	1·21074	33·33
" " (P. E. Island)	183,033 07	1·748	24,310 51	5,462 79	3,577 32	216,383 69	·59783	52·15
Canadian Northern	3,591,054 32	2·270	148,665 67	485,108 94	106,804 41	4,331,633 34	1·22079	18·21
" " Ontario	342,634 89	1·963	484 96	40,392 71	19,262 01	402,774 57	·69967	27·58
" " Quebec	397,186 84	1·822	5,628 88	24,728 18	10,646 61	438,190 51	·93335	26·21
Canadian Pacific	32,149,747 83	2·047	1,117,613 29	3,153,735 23	648,452 16	37,069,548 51	1·58322	30·95
Cape Breton	5,832 50	2 816		669 66	96 80	6,598 96	·33576	57·68
Caraquet	19,866 75	2·510	3,164 99	220 22		23,251 96	·55894	31·15
Central Ontario	95,700 16	2·499	6,720 75	8,124 46	1,597 94	112,143 31	·61464	32·24
Crow's Nest Southern	15,487 66	3·416	1,302 21	1,622 16	233 75	18,645 78	·40827	13·73
Cumberland	14,570 65	2·369	1,179 68	2,897 64	553 58	19,201 55	·61208	17·87
Dominion Atlantic	413,781 15	2·133	14,357 80	23,644 49	18,724 23	470,507 67	·95670	47·98
Eastern British Columbia	2,996 30	5·427	274 99		3 20	3,274 49	·43451	6·97
Elgin and Havelock	2,346 51	3·530	676 08	251 45		3,274 04	·28070	31·46
Essex Terminal								
Esquimalt and Nanaimo	302,644 68	2·707	9,956 80	13,799 87	8,426 25	334 827 60	2·26177	39·77
Fredericton and Grand Lake Coal and Railway Co.	4,366 85	2·408	73 60			4,440 45	·18027	8·81
Grand Trunk	11,508,891 97	1·778	481,797 12	1,315 870 43	397,272 59	13,703,832 11	1·55019	34·94
Grand Trunk (Canada Atlantic)	486,745 47	2·293	28,242 70	32,566 34	16,879 56	564,434 07	·71472	23·67
Grand Trunk Pacific	1,397,677 30	2·385	62 459 59	227,482 66	9,377 77	1,696,997 32	1·07115	20·59
Halifax and South Western	223,377 71	2·762	6,981 17	36,251 60	5,566 73	272,177 21	·76492	48·51
Hereford	17,984 58	2·534	2,795 17	555 75	190 37	21,525 87	·32200	17·52
Inverness Railway and Coal Co	21,962 25	2·668		622 28	647 07	23,231 60	·54069	10·91
Irondale, Bancroft and Ottawa	8,420 31	2·869	1,155 36			9,575 67	·28360	29·61
International of New Brunswick	46,460 29	2·696	1,402 24	845 11	729 73	49,437 37		37·92
Kent Northern	7,851 73	4·132	187 80	664 73		8,704 26	·51498	42·98

Kettle Valley	807 70	3·410				807 70	·36448	11·06
Klondike Mines								
Lotbinière and Megantic	5,676 24	2·831	1,624 36			7,310 60	·38928	24·16
London and Port Stanley	33,223 43	1·574	1,668 42	5,402 41	589 96	40,884 22	·51563	30·09
Maine Central	10,479 16	2·486	192 36	608 16	46 42	11,326 10	1·08863	62·63
Manitoba Great Northern	6,104 52	2·729	334 41	437 77	65 69	6,942 39	·21290	15·74
Maritime Coal, Railway and Power Co.	6,231 35	2·973	300 48	766 04	122 64	7,420 51	·21904	10·41
Massawippi Valley	66,440 51	2·362	2,683 80	999 96	715 32	70,839 59	·66977	33·39
Moncton and Buctouche	9,494 80	2·048	801 28	103 32	169 59	10,568 99	·51588	35·51
Midland Railway Co. of Manitoba	157,122 28	1·992	8,062 80	21,408 47	2,092 36	188,695 91	1·25049	57·72
Montreal and Atlantic	209,022 01	2·387	12,557 83	16,224 90	5,544 16	243,348 90	·80002	23·90
Montreal and Province Line	50,462 31	2·110	2,617 92	4,651 19	2,610 93	60,342 35	·88146	43·85
Montreal and Vermont Junction	54,550 70	2·196	2,722 92	4,579 80	510 94	62,364 36	1·07312	47·14
Morrissey Fernie and Michel	13,516 50	1·254				13,516 50	·34132	9·01
National Transcontinental (operated by Canadian Govt. Railways)	12,354 31	2·284	341 04		11 48	12,706 83	·17097	16·92
Napierville Junction	7,913 29	2·897	620 15	89 90	28 60	8,651 94	·43349	8·24
Nelson and Fort Sheppard	22,132 54	3·282	1,507 20	3,138 31	252 59	27,030 64	·71982	40·75
New Brunswick Coal and Railway Co.	12,994 87	2·628	1,285 28	582 91		14,864 06	·34613	26·80
New Brunswick and Prince Edward Island	10,021 69	1·729	2,779 56	379 44		13,180 69	·43717	28·43
New Westminster Southern	6,136 30	3·331	3,280 54	1,009 90	67 62	10,494 36	·50018	22·17
Northern New Brunswick and Seaboard	2,935 99	2·476	53 04			2,989 03	·24758	13·90
North Shore	205 27	3·264				205 27	·06109	24·84
Ottawa and New York	81,625 28	2·149	4,433 82	6,952 33	997 76	94,009 19	1·21783	36·14
Pere Marquette	150,147 57	2·124	9,126 36	35,978 00	2,718 58	197,970 51	·72554	8·38
Quebec Central	400,664 65	2·110	20,812 68	22,715 46	12,894 54	457,087 33	·91060	29·15
Quebec and Lake St. John	271,505 81	1·921	14,274 16	19,059 35	12,446 22	317,285 54	1·15216	33·82
Quebec, Montreal and Southern	145,674 56	2·669	4,933 13	8,636 02	1,877 50	167,121 21	·76487	39·14
Quebec Oriental	51,516 16	2·469	3,673 44	2,442 31	60 54	57,692 45	·92923	42·79
Quebec Railway, Light and Power Co.	13,380 30	·964				13,380 30	1·82641	15·35
Roberval Saguenay	4,818 10	3·166			57 35	4,875 45	·18093	15·25
Red Mountain	1,849 39	2·816	292 00	1,015 37	20 34	3,177 10	·48358	20·83
Rutland and Noyan	8,938 58	2·029	87 64	288 83		9,315 05	1·71201	62·46
Salisbury and Albert	9,457 67	2·784	2,289 96	434 21	182 98	12,364 82	·41128	34·21
Schomberg and Aurora	6,103 53	3·228				6,103 53	·26581	43·59
Stanstead, Shefford and Chambly	30,819 34	2·534	2,238 20	7,511 76	708 51	41,277 81	·67048	45·88
St. Clair Tunnel	72,790 00					72,790 00		20·93
St. Lawrence and Adirondack	250,361 59	1·592	4,422 56	9,321 31	16,951 38	281,056 84	1·32291	43·00
St. Martins	4,660 31	2·609	1,024 60	87 27		5,772 18	·33637	39·66
Sydney and Louisburg	52,027 11	2·384	1,006 40	1,701 56	793 65	55,528 72	1·07480	6·87
Temiscouata	56,410 25	2·583	5,948 32	2,268 84	1,243 65	65,871 06	·45687	24·23
Temiskaming and Northern Ontario	568,691 02	2·436	18,537 81	43,368 75	8,152 60	638,750 18	1·53465	37·78
Thousand Islands	9,019 77	3·363	844 62	3,343 95	238 06	13,446 40	·41941	33·05
Toronto, Hamilton and Buffalo	418,286 52	2·078	3,983 64	25,487 80	2,793 98	450,551 94	1·36953	26·66
Vancouver, Victoria and Eastern	204,158 96	2·839	6,561 29	35,098 84	7,378 75	253,197 84	1·05934	32·85
Victoria Terminal Railway and Ferry Co.	2,257 95	2·776	20 77		168 02	2,446 74	1·21668	50·18
Victoria and Sidney, B.C.	27,561 66	2·800	327 49		2,630 65	30,519 80	·93702	54·04
Wabash (in Canada)	658,701 81	1·770	115 35	24,391 47	7,192 59	690,404 22	·94813	27·32
Wellington Colliery Co.	3,802 40	5·078	540 00			4,342 40	·13918	4·14
York and Carleton	1,822 50	2·430	20 00	242 71		2,085 21	·24289	36·72
Final Total	62,012,296 46		2,500,175 88	6,444,214 02	1,607,516 84	72,564,203 20		29·85

	9	10	B	11	12	13	14	15	16	17
		REVENUE FROM TRANSPORTATION.					REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.		SUMMARY OF REVENUES	
Name of Railway.	Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Serv. Train Rev. and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 Col. 9 + B / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges. Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. — Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
	$ cts.	Cents.	$ cts.	$	p. c.	$ cts.	$ cts.	$ cts.	$ cts.	$
Algoma Central and Hudson Bay	706,417 11	2·785	87,685 71	6·11389	83·12	873,016 62	41,942 14	40,416 78	955,375 54	3·28128
Algoma Eastern	157,988 85	1·929	1,926 75	4·32243	87·30	181,467 42	98 30	1,603 65	183,169 37	3·60187
Atlantic, Quebec and Western	28,628 48	2·002		·87255	42·93	66,529 17	152 34		66,681 51	·72625
Bay of Quinte	145,251 73	1·531	8,104 21	·73346	75·77	199,889 45	191 15	2,294 34	202,374 94	·94640
Bedlington and Nelson	682 75	5·402		·39974	81·60	841 25	Dr. 4 00		837 25	·49019
Brandon, Saskatchewan and Hudson Bay	22,490 60	·811	3,883 18	1·13758	43·70	60,310 54	34 75		60,345 29	·90333
British Yukon	134,190 85	3·525		2·95731	64·00	206,482 07	4 59	3,194 76	209,681 42	4·56256
Brockville, Westport and North Western	32,866 45	3·699	36 10	·99044	46·51	70,676 28	36 69	30 00	70,742 97	1·29433
Canada and Gulf Terminal	23,492 29	2·919		·99535	50·69	45,627 39	321 27	263 26	46,211 92	1·95614
Canada Southern	6,989,576 00	·625	51,904 90	3·58789	66·34	10,555,306 62	30,544 98	27,759 34	10,613,610 94	2·73493
Canadian Govt. Rys. (Intercolonial)	8,113,198 49	·600	55,239 83	1·61746	65·98	12,306,094 00	53,803 99	56,510 48	12,410,408 47	1·53635
" " (P. E. Island)	183,618 01	4·133	724 26	·84684	44·42	400,725 96	1,313 74	12,871 65	414,911 35	1·09921
Canadian Northern	18,125,874 76	·749	184,114 84	2·95055	76·99	22,641,622 94	80,560 40	1,059,145 50	23,781,328 84	2·66606
" " Ontario	989,181 20	·957	18,369 89	1·92074	68·99	1,410,325 66	4,725 32	45,235 88	1,460,286 86	1·54426
" " Quebec	1,077,943 06	1·227	122,571 45	2·48878	71·81	1,638,705 02	23,199 50	9,818 75	1,671,723 27	1·99539
Canadian Pacific	79,816,801 33	·753	641,962 25	3·08808	68·02	117,528,312 09	436,664 97	1,789,065 29	119,754,042 35	2·51344
Cape Breton	4,376 05	4·593		·22265	38·25	10,975 01	465 14		11,440 15	·58207
Caraquet	51,240 19	3·893	180 00	1·23606	68·85	74,672 15			74,672 15	1·79500
Central Ontario	229,926 08	1·709	2,862 40	1·01740	61·19	344,931 79	1,622 41	1,205 79	347,759 99	·95087
Crow's Nest Southern	115,796 95	·804	953 35	2·62059	86·01	135,396 08	84·10	250 10	135,730 28	1·50355
Cumberland	87,762 26	2·063		1·84078	81·70	106,963 81		455 25	107,419 06	2·24056
Dominion Atlantic	497,640 43	2·664	754 38	1·69811	50·82	968,902 48	3,219 84	8,437 98	980,560 30	1·64934
Eastern British Columbia	43,423 04	4·017	33 94	5·76658	92·46	46,731 47	9 95	258 50	46,999 92	6·23672
Elgin and Havelock	7,117 10	5·943		·61018	68·54	10,391 14			10,391 14	·89087
Essex Terminal	44,744 64		2,000 04		89·24	46,744 68	336 00	5,298 29	52,378 97	2·25741
Esquimalt and Nanaimo	470,673 89	2·984	12,760 70	3·84089	57·42	818,262 19	5,681 03	17,890 39	841,833 61	3·10479
Fredericton and Grand Lake Coal and Railway Co.	45,107 34	2·495		1·83125	90·30	49,547 79		399 69	49,947 48	2·02775
Grand Trunk	24,482,793 97	·687	493,150 40	2·27367	63·69	38,679,776 48	222,898 90	310,502 92	39,213,178 30	2·04867
Grand Trunk (Canada Atlantic)	1,651,922 48	·598	105,094 98	1·54601	73·73	2,321,451 53	13,609 59	47,966 93	2,383,028 05	1·33880
Grand Trunk Pacific	6,353,957 92	·641	61,588 66	2·51533	77·81	8,112,543 90	17,299 42	114,749 81	8,244,593 13	2·08759
Halifax and South Western	280,567 48	1·712	4,437 52	·92976	50·79	557,182 21	1,820 60	2,049 98	561,052 79	1·41446
Hereford	106,677 58	1·047	45 63	1·60418	82·02	122,249 08	144 82	407 27	122,801 17	1·27399
Inverness Railway and Coal Co.	188,339 60	1·184	13 00	1·77648	88·46	211,584 20	489 52	837 89	212,911 61	2·00811
Irondale, Bancroft and Ottawa	22,678 89	2·776	35 00	·65496	68·39	31,689 56	117 23	526 09	32,332 88	·95518

International of New Brunswick	79,286 05		356 00		61·10	129,079 42	799 51	460 15	130,339 08	
Kent Northern	11,543 59	7·958		·68297	57·02	20,247 85			20,247 85	1·19796
Kettle Valley	6,414 63	4·706	77 93	2·92985	88·94	7,300 26	2 00		7,302 26	3·29524
Klondike Mines	112,175 90	25·237		7·91755	100·00	112,175 90			112,175 90	7·91755
Lotbinière and Megantic	22,927 87	3·928		1·22087	75·77	30,238 47		21 00	30,259 47	1·59596
London and Port Stanley	84,692 88	·820	8,680 77	1·61460	68·73	134,257 87	774 96	808 91	135,841 74	1·10998
Maine Central	6,756 01	·722		·69757	37·37	18,082 11			18,082 11	1·32996
Manitoba Great Northern	35,743 19	·775	809 80	1·24181	82·90	43,495 38	450 21	132 00	44,077 59	1·13347
Maritime Coal, Railway and Power Co.	63,823 58	2·682		1·88392	89·59	71,244 09			71,244 09	2·10296
Massawippi Valley	137,147 66	·857	2,823 63	1·67678	65·96	210,810 88	661 78	726 88	212,199 54	1·17061
Moncton and Buctouche	18,122 42	4·056		·88458	60·88	28,691 41		1,071 29	29,762 70	1·45276
Midland Railway Co. of Manitoba	122,073 95	·920	5,661 81	1·25726	39·08	316,431 67	3,067 75	7,365 89	326,865 31	1·31557
Montreal and Atlantic	741,584 30	1·193	9,569 39	1·84705	73·78	994,502 59	9,895 53	13,679 51	1,018,077 63	1·74878
Montreal and Province Line	74,809 06	2·705	84 13	1·87247	54·43	135,235 54	308 68	2,044 04	137,588 26	1·49845
Montreal and Vermont Junction	69,414 91	·632	343 97	2·01650	52·73	132,123 24	35 85	114 00	132,273 09	1·42569
Morrissey, Fernie and Michel	129,237 57	2·542	7,390 33	3·45011	90·99	150,144 40			150,144 40	3·79143
National Transcontinental (operated by Canadian Govt. Railways)	61,725 42	1·223	64 58	·66525	82·31	74,496 83	484 26	86 60	75,067 69	·79990
Napierville Junction	96,240 10	·805	3 00	3·25222	91·61	104,895 04	107 58	51 50	105,054 12	2·67368
Nelson and Fort Sheppard	36,309 78	3·373	249 00	1·94523	55·11	63,589 42	345 03	2,397 12	66,331 57	1·17722
New Brunswick Coal and Railway Co.	35,910 94	1·863		·83624	64·93	50,775 00		4,683 74	55,458 74	1·29145
New Brunswick and Prince Ed. Island	32,968 87	3·996		·56804	71·12	46,149 56		203 65	46,353 21	·73530
New Westminster Southern	33,787 45	6·318	4 00	1·60491	71·40	44,285 81	103 97	2,934 60	47,324 38	2·24766
Northern New Brunswick and Seaboard	18,385 21	1·518	120 00	1·53277	86·10	21,494 24			21,494 24	1·73396
North Shore	619 91	4·999		·18450	75·16	825 18			825 18	·24559
Ottawa and New York	158,949 62	·829	294 99	2·03068	61·21	253,253 80	4,269 16	2,600 36	260,123 32	1·67150
Pere Marquette	2,118,504 12	·561	33,343 88	2·72971	91·10	2,349,818 51	5,094 82	7,112 25	2,362,025 58	2·25670
Quebec Central	1,092,900 95	1·340		1·75849	69·69	1,549,988 28	5,687 26	12,345 06	1,568,020 60	1·84248
Quebec and Lake St. John	601,768 32	1·306	873 61	1·65747	64·46	919,927 47	8,946 89	5,902 85	934,777 21	1·62151
Quebec, Montreal and Southern	241,704 64	1·290	3,069 57	1·60132	59·46	405,895 42	5,406 80	333 72	411,635 94	1·48031
Quebec Oriental	77,072 66	1·496		1·06026	57·16	134,765 11	60 00		134,825 11	1·00035
Quebec Railway, Light and Power Co.	71,026 70	4·138	1,705 39	3·03620	83·44	86,112 39	918 78	128 44	87,159 61	2·78634
Roberval-Saguenay	22,614 95	2·470	3,596 58	·97274	82·03	31,086 98	44 00	819 88	31,950 86	1·18573
Red Mountain	9,751 74	3·517	2,067 00	1·20858	77·51	14,995 84	26 85	223 58	15,246 27	1·66134
Rutland and Noyan	5,597 03	·741		2·24600	37·54	14,912 08			14,912 08	1·87975
Salisbury and Albert	23,021 89	2·225		·76576	63·70	35,386 71		754 13	36,140 84	1·20213
Schomberg and Aurora	7,901 51	5·147		·34411	56·41	14,005 04			14,005 04	·60992
Stanstead, Shefford and Chambly	46,860 65	2·056	1,247 03	1·23928	53·47	89,385 49	449 47	125 75	89,960 71	1·07773
St. Clair Tunnel	273,531 00				78·68	346,321 00		1,449 50	347,770 50	
St. Lawrence and Adirondack	368,327 84	1·036	1,544 60	3·23700	56·59	650,939 28	2,556 29	42 84	653,538 41	1·99879
St. Martins	8,626 88	5·127		·50273	59·28	14,399 06		152 84	14,551 90	·84801
Sydney and Louisburg	697,699 94	·992	27,416 29	3·22671	89·82	780,644 95	4,830 26	21,692 14	807,167 35	3·14863
Temiscouata	200,457 86	2·143	487 64	2·08398	73·93	266,816 56	2,406 31	2,553 81	271,776 68	1·59891
Temiskaming and Northern Ontario	964,394 49	1·143	11,448 44	2·27468	57·71	1,614,593 11	17,867 69	58,227 96	1,690,688 76	2·19912
Thousand Islands	23,573 12	10·128	21 00	·73593	57·99	37,040 52	256 91	3,386 15	40,683 58	1·26898
Toronto, Hamilton and Buffalo	949,241 26	1·117	91,064 30	7·00403	69·24	1,490,857 50	10,465 45	1,008 75	1,502,331 70	3·13284
Vancouver, Victoria and Eastern	489,091 27	1·366	6,428 73	2·84205	64·30	748,717 84	10,340 88	11,535 63	770,594 35	2·40284
Victoria Terminal Ry. and Ferry Co.	1,746 61	6·556		2·86330	35·80	4,193 35	682 69		4,876 04	1·88264
Victoria and Sidney, B.C.	24,782 38	6·435	195 90	2·51417	44·23	55,498 08	960 29	10 00	56,468 37	1·34416
Wabash (in Canada)	1,822,717 92	·518	8,499 53	2·22309	72·47	2,521,621 67	5,040 69	235 03	2,526,897 39	1·64030
Wellington Colliery Co.	100,237 54	3·035		3·21274	95·86	104,579 94			104,579 94	3·35192
York and Carleton	3,592 27	3·520		·41843	63·28	5,677 48			5,677 48	·66132
Final Total	163,663,744 26		2,089,986 19		68·19	238,317,933 65	1,044,737 28	3,720,868 11	243,083,539 04	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914.

Name of Railway.	Maintenance of Way and Structures.							
	Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.	Roadway and Track.	Removal of Snow, Sand, and Ice.	Tunnels.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	8,099 62	3,612 53	16,896 42	127 17	1,479 82	84,393 42	6,572 56	
Algoma Eastern	1,645 13		2,928 27	1,272 35	1,951 30	14,631 43	667 21	
Atlantic, Quebec & Western	1,054 70				107 55	19,633 79	3,012 82	45 00
Bay of Quinte	2,609 19	125 00	9,748 79	897 48	2,184 62	27,552 50	2,164 96	
Bedlington & Nelson	1,780 58		1,622 17	2 55	1 34	1,807 53	173 82	
Brandon, Saskatchewan & Hudson Bay	3,922 41		14,676 93	40 92	684 68	22,657 72	4,275 62	
British Yukon	16 00	09	746 91	38 87	265 97	8,003 66	5,329 11	
Brockville, Westport & North Western	935 24	290 00	19,981 16		332 99	18,009 60	970 40	
Canada & Gulf Terminal	917 51				75 84	5,975 92	87 62	
Canada Southern	49,188 20	18,840 56	197,497 12	62,243 48	65,596 35	349,961 44	11,661 89	1,948 02
Canadian Government Ry. (Intercolonial)	112,306 40	84,278 74	308,663 12	140,378 53	131,886 19	725,927 83	128,154 33	
" " (P.E. Island)	8,786 04	5,097 32	23,776 67	348 51	3,687 26	66,142 47	13,499 72	
Canadian Northern	95,534 21	10,620 00	741,002 78	40,093 07	82,960 33	1,543,002 12	87,407 67	
" " Ontario	11,918 82	402 17	68,710 15	142 33	11,417 32	222,279 39	13,662 17	15,460 07
" " Quebec	13,978 89	1,210 64	44,452 38	19,973 17	11,487 12	115,178 48	19,908 39	
Canadian Pacific	711,720 62	263,293 98	1,796,357 10	1,128,521 92	549,046 14	7,259,527 29	557,917 76	10,931 87
Cape Breton	500 00		2,026 42			4,322 40	357 86	
Caraquet	840 00		2,731 83		711 48	12,331 57		
Central Ontario	3,355 40	86 40	20,306 71	945 68	5,003 63	42,618 58	3,595 06	
Crow's Nest Southern	6,196 29		10,289 56	1,431 90	1,835 36	67,941 56	5,022 27	656 40
Cumberland	896 00		7,133 33		656 36	9,199 63	1,424 52	
Dominion Atlantic	9,528 94	540 70	37,442 17	30,000 00	6,188 12	82,199 69	3,392 84	
Eastern British Columbia	700 50				3 02	4,956 92	590 20	
Elgin & Havelock			1,067 45	56 00	19 23	1,964 19	1,467 53	
Essex Terminal	113 89	1,164 98	3,500 68	3,366 00	222,60	4,648 05	86 80	
Esquimalt & Nanaimo	7,892 75		10,214 15	7,044 79	4,018 69	70,523 42	616 62	
Fredericton & Grand Lake Coal & Ry. Co				38 00	350 40	6,133 00		
Grand Trunk	140,056 31	246,952 30	855,531 97	94,887 53	204,280 59	1,552,629 36	91,068 28	348 21
" " (Canada Atlantic)	23,365 96	13,513 41	98,783 50	816 07	25,098 58	185,025 41	21,685 83	
Grand Trunk Pacific	98,825 65	26,913 05	205,534 01	41,146 48	46,919 84	922,727 48	36,245 07	930 17
Halifax & South Western	4,068 83	116 65	46,344 21		2,948 96	72,279 69	1,079 15	
Hereford	1,860 97	381 55	5,838 98	2,814 23	2,390 13	20,040 65	2,188 36	
Inverness Railway & Coal Co	1,569 22		4,800 00	2,100 00	2,707 49	17,743 14	1,105 64	
Irondale, Bancroft & Ottawa		288 00	2,453 08	165 00	33 41	8,556 60	396 01	
International of New Brunswick	1,022 30		363 00		478 54	19,233 21	3,761 86	
Kent Northern	525 00		2,338 98		200 00	3,382 45	400 00	
Kettle Valley	145 00		3,480 50			5,882 27		

Klondike Mines			882 27			9,520 33	228 05	
Lotbinière & Megantic			2,100 00	40 70	135 20	5,903 25	95 66	
London & Port Stanley	1,447 94	51 13	6,405 68	1,244 71	2,822 60	15,190 15	1,198 59	
Maine Central	45 00		496 94	7 23	9 27	1,283 50	6 20	
Manitoba Great Northern	5,020 40		22,049 76	73 23	138 28	27,760 27	1,401 82	
Maritime Coal Railway & Power Co	195 00		877 00			12,206 84	647 12	
Massawippi Valley	1,538 60		15,775 48	2,091 14	5,355 25	22,471 93	1,847 41	
Moncton & Buctouche			538 65		331 00	4,953 87	2,366 99	
Midland Railway Co. of Manitoba	3,429 79	343 88	68 47		682 50	8,489 24	646 87	
Montreal & Atlantic	11,546 42	9,401 22	43,916 54	18,973 17	15,075 07	137,283 79	13,971 72	
Montreal & Province Line	1,025 07	2,880 15	7,497 32	1,074 83	3,020 46	26,164 51	2,675 95	
Montreal & Vermont Junction	1,111 97		8,993 61	387 05	1,287 38	12,268 70	1,077 51	
Morrissey, Fernie & Michel			3,326 32		3,745 77	4,309 71	1,251 33	
National Transcontinental, Operated by Can. Govt. Railways	3,144 30		3,494 93	68 97	1,670 82	30,738 78	9,143 67	363 03
Napierville Junction	859 24	105 00	1,883 72	46 17	518 29	4,523 64	724 11	
Nelson & Port Sheppard	4,782 52	18 44	6,863 10	109 45	246 90	38,461 21	1,279 36	
New Brunswick Coal & Railway Co		59 50	198 35	5,685 56	686 35	16,482 12		
New Brunswick & Prince Edward Island			2,925 80			7,472 21	1,005 21	
New Westminster Southern	1,668 06		1,840 68		49 91	5,028 68	12 69	
Northern New Brunswick & Seaboard		290 00	150 30		63 37	3,013 00		
North Shore						70 96		
Ottawa & New York	2,037 22	8,337 63	14,919 49	1,965 41	2,082 27	37,209 81	1,812 53	
Pere Marquette	13,405 07	827 97	40,154 86	4,771 45	9,536 25	71,269 06	3,086 59	
Quebec Central	7,411 18	12,000 00	20,000 00	24,000 00	5,046 55	102,329 49	2,432 22	
Quebec & Lake St. John	9,581 89		49,006 91	9,414 08	12,290 52	95,938 83	12,311 15	
Quebec, Montreal & Southern	7,304 65	740 87	27,326 92	7,671 92	9,356 54	45,419 89	8,864 78	
Quebec Oriental	1,659 85		11,441 46		474 18	14,683 01	2,083 55	
Quebec Railway, Light & Power Co	320 59	117 04	2,174 14		148 09	4,109 81	1,199 09	
Roberval—Saguenay	450 00					3,227 08	1,256 19	
Red Mountain	1,480 55		1,500 03	9 08	138 45	6,255 22	1,278 01	
Rutland & Noyan	257 33	2 82	759 74	91 11	174 14	1,382 09	144 55	
Sali bury & Albert	796 75	42 00	985 35	52 02	386 01	6,303 16	268 40	
Schomberg & Aurora						4,637 02	1,837 07	
Stan tead, Shefford & Chambly	814 85	703 01	10,425 65	1,388 09	4,571 20	16,377 93	2,699 75	
St. Clair Tunnel	181 81					4,792 50		
St. Lawrence & Adirondack	2,658 22	2,394 05	20,408 00	15,558 94	5,455 38	25,527 77	2,720 29	
St. Martins			1,582 63		572 08	3,059 08		
Sydney & Louisburg	3,397 35	89 67	14,563 32	12,441 66	6,879 92	43,559 89	2,877 16	
Temiscouata	2,130 00		9,650 26	13 20	1,160 00	29,902 21	937 22	
Temiskaming & Northern Ontario	26,995 32	8,253 90	63,050 34	17,888 17	10,391 40	203,775 23	18,493 56	
Thousand Island	423 28	941 96	1,003 20	52 50	538 92	2,298 96	388 12	
Toronto, Hamilton & Buffalo	18,358 10	22,933 31	23,299 43	11,476 49	23,306 60	134,851 95	2,409 37	
Vancouver, Victoria Eastern	20,875 53	4,006 29	36,458 97	14,645 85	9,798 61	199,206 80	1,672 96	186 93
Victoria Terminal Railway & Ferry Co	25 36		76 98		84 52	361 83		
Victoria & Sidney, B.C	443 61		5,853 49	Cr. 17 35	2,814 57	18,165 84		
Wabash (in Canada)	1,198 10					3 31		
Wellington Colliery Co			508 62		2,587 97	15,335 65		
York & Carleton			180 54		14 56	999 60		
Final total	1,483,897 49	752,267 91	5,046,855 75	1,730,116 86	1,310,878 40	15,083,603 57	1,138,302 77	30,869 70

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES.—*Continued.*							
	Bridges, Trestles and Culverts.	Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences and Snow Sheds.	Singals and Interlocking Plants.	Telegraph and Telephone Lines.	Electric Power Transmission.	Buildings, Fixtures and Grounds.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	30,155 14		443 32		3 47	3,787 79		4,668 25
Algoma Eastern	390 83		23 15			505 58		425 53
Atlantic, Quebec & Western	16		746 70	25 15		4 24		388 96
Bay of Quinte	405 41		983 01		15 30	259 80		2,110 56
Bedlington & Nelson	3,578 58		7 02		36 71	3 88		122 40
Brandon, Saskatchewan & Hudson Bay	447 17		406 43	217 50	689 61	236 01		2,866 31
British Yukon	856 41		9 82	78 30		335 32		2,580 09
Brockville, Westport & North Western	3,554 83		2,051 56					544 74
Canada & Gulf Terminal	106 63		118 05	16 10		71 04		14 32
Canada Southern	48,523 95	6,773 09	21,528 90		46,020 36	15,649 52	2,562 27	51,223 60
Canadian Government Ry. (Intercolonial)	65,137 73	2,047 65	44,717 69	5,816 73	8,283 30	4,458 90		264,727 83
" " (P. E. Island)	3,817 80	25	5,715 47	1,660 30	254 37	399 43		14,231 21
Canadian Northern	192,983 79	10 00	37,954 92	3,596 45	12,568 20	53,328 00		266,317 62
" " Ontario	4 28		7,449 09	770 70	1,958 59	4,469 84		26,336 99
" " Quebec	72,334 46		3,177 20	525 31	4,461 78	221 67		29,880 85
Canadian Pacific	921,482 67	17,762 92	286,045 47	139,688 99	131,548 27	358,601 25		1,724,506 32
Cape Breton	724 54		48 50			12 23		74 36
Caraquet	1,002 80		57 81					225 00
Central Ontario	2,098 59	608 40	7,113 40	20 40	85 84	147 16		7,008 85
Crow's Nest Southern	16,886 14		404 20		420 32	465 06		2,695 43
Cumberland	1,557 63		223 26	1 52		22 42		874 97
Dominion Atlantic	27,328 34		8,635 52		2,421 70	314 27		8,717 31
Eastern British Columbia	892 20		21 10			1 95		191 72
Elgin & Havelock	389 85		31 90					74 85
Essex Terminal			104 15		152 37	1 32		382 44
Esquimalt & Nanaimo	21,582 08		953 57		93 00	341 59		10,209 08
Fredericton & Grand Lake Coal & Ry. Co	781 56					99 98		201 13
Grand Trunk	455,631 80	2,300 03	111,788 95	9,061 41	34,486 15	Cr. 3,891 52	Cr. 134 19	786,175 11
" " (Canada Atlantic)	21,060 56	204 00	13,887 66	1,340 18	4,052 66	25,319 94		74,507 31
Grand Trunk Pacific	90,847 81	65 88	11,229 88	4,881 57	3,754 89	25,199 81	14,731 30	141,131 18
Halifax & South Western	4,222 55	1 99	3,392 59	14 02	89 50	775 27		5,886 46
Hereford	4,134 09		1,293 75	14 10	120 42	74 45		5,256 45
Inverness Railway & Coal Co	3,255 94		592 43	247 85		1,467 21		1,953 35
Irondale, Bancroft & Ottawa	829 08		1,192 81			116 45		294 83
International of New Brunswick	240 03		56 23			754 99		439 75
Kent Northern								222 75
Kettle Valley								46 15
Klondike Mines	338 81					90 06		147 04

Lotbiniére & Megantic	597 33		43 60	16		53 01		168 82
London & Port Stanley	203 64		461 53		45 38	82 40		1,662 41
Maine Central	245 28							
Manitoba Great Northern	465 90		383 70	22 40	976 45	111 41		1,169 75
Maritime Coal Railway & Power Co	283 40		480 53			35 28		218 71
Massawippi Valley	1,578 91	43 85	1,461 05		3 87	40 95		3,046 76
Moncton & Buctouche	2,556 95			31 35				247 08
Midland Railway Co. of Manitoba	1,343 26	5 50	193 34			158 33		2,720 25
Manitoba & Atlantic	47,677 84	15,305 03	15,088 10	215 39	1,728 47	4,019 38		22,293 76
Montreal & Province Line	3,923 48	831 42	715 00	32 15		184 48		1,799 68
Montreal & Vermont Junction	2,499 36		282 55	15 55		537 62		1,008 96
Morrissey, Fernie & Michel								
National Transcontinental, Operated by Can. Govt. Railways	22 33		404 19		20 30	1,285 53		1,210 56
Napierville Junction	4 73		182 13		378 97	6 88		555 12
Nelson & Fort Sheppard	6,716 76		67 56		121 65	234 09		153 68
New Brunswick Coal & Railway Co	2,095 76		124 32			184 53		987 25
New Brunswick & Prince Edward Island	2,588 95		119 95					184 16
New Westminster Southern	3,282 07		203 86		40 96			1,010 74
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	4,867 09	27 50	1,991 26	26 00	2,088 20	123 04		9,068 67
Pere Marquette	5,955 47	344 61	8,334 98	5 70	977 85	699 33		11,495 16
Quebec Central	4,219 52		3,504 54	383 60	62 46			11,702 53
Quebec & Lake St. John	9,908 81		2,434 57	333 63	1,044 14	257 22		15,558 76
Quebec, Montreal & Southern	64,376 81		2,293 04	119 38	1,330 43	581 71		12,965 85
Quebec Oriental	2,484 01	10 71	465 87	135 00		21 00		692 21
Quebec Railway Light & Power Co	284 45		483 56	2 62	24 62	83 30		899 69
Roberval—Saguenay	111 88		200 91	42 97	39 70	55 09	3,122 31	75 77
Red Mountain	4,000 64		11 44		28 31	111 13		350 51
Rutland & Noyan	188 94	1 88	99 97	1 62	19 08	34 37		268 84
Salisbury & Albert	75 48		121 19					264 47
Schomberg & Aurora	16 36							40 99
Stanstead, Shefford & Chambly	7,414 33		653 84	33 25	19 50	268 22		3,480 95
St. Clair Tunnel							10,650 10	
St. Lawrence & Adirondack	3,547 55		1,971 01	29 57	1,136 50	31 80		15,308 99
St. Martins						7 41		
Sydney & Louisburg	1,821 90		2,910 61	916 64		279 16		7,350 92
Temiscouata	4,663 91		347 68	414 91				2,265 40
Temiskaming & Northern Ontario	34,795 89	Cr. 668 46	6,081 11		62 51	8,615 93	47,319 78	
Thousand Islands	689 44		430 73	26 40				787 45
Toronto, Hamilton & Buffalo	12,341 39		9,988 86	601 36	16,008 03	502 35		23,396 90
Vancouver, Victoria & Eastern	95,368 35	13,385 31	3,588 38	Cr. 4 98	1,300 74	1,426 28		12,446 17
Victoria Terminal Railway & Ferry Co	11 03		11 29			3 32		278 00
Victoria & Sidney, B.C	14,123 82		312 61			52 23		3,132 17
Wabash (in Canada)								6,385 32
Wellington Colliery Co	1,350 51							
York & Carleton								
Final total	2,346,287 17	59,061 56	638,852 37	171,361 25	278,974 93	513,731 69	78,251 57	3,614 314 51

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES—*Concluded.*							
	Docks and Wharves.	Roadway Tools and Supplies.	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Tracks, Yards, and Other Facilities. Dr.	Maintaining Joint Tracks, Yards, and Other Facilities. Cr.	Total—Maintenance of Way and Structures.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	1,131 74	1,513 43	15 00	252 30	150 55			157,302 53
Algoma Eastern		449 52	30 05	81 96				25,002 31
Atlantic, Quebec & Western		498 65			219 95	366 76		26,104 43
Bay of Quinte		610 90		7 50	11 62			49,686 64
Bedlington & Nelson		100 91	27 33	39 31	11 70			9,315 83
Brandon, Saskatchewan & Hudson Bay		462 07	185 14	139 38	Cr. 1 38			51,906 52
British Yukon	1,050 08	297 08	6 80					19,614 51
Brockville, Westport & North Western		49 50		1 78				46,721 80
Canada & Gulf Terminal		344 09						7,727 12
Canada Southern	2,060 78	10,259 30	2,215 38	2,986 65		69,827 52	79,115 78	957,452 60
Canadian Government Ry. (Intercolonial)	34,172 68	18,885 09	2,119 53	14,338 68	343 01	29,916 25	8,121 75	2,118,438 46
" " (P.I. Island)	2,983 01	2,344 37		507 64	12 00			153,263 84
Canadian Northern	2,442 60	43,200 87	7,198 34	3,103 90	43 94	31,439 29	63,002 66	3,191,805 44
" " Ontario	1,089 72	5,298 76	83 14	412 92	77 90	1,673 17	77 97	393,539 55
" " Quebec		5,296 05	131 80	538 81	100 00	59 27	277 79	342,638 48
Canadian Pacific	50,946 04	176,345 56	67,458 15	45,350 90	2,405 11	260,379 37	33,253 65	16,426,582 05
Cape Breton								8,066 31
Caraquet		250 00		75 21				18,225 70
Central Ontario	4 00	691 45		Cr. 3 61		49 00	884 31	92,850 63
Crow's Nest Southern		1,832 50	276 51	156 45	Cr. 125 75	129 50		116,513 70
Cumberland		68 62			106 23			22,164 49
Dominion Atlantic	264 23	3,382 21	4 00	404 26	217 17			220,981 47
Eastern British Columbia		413 05						7,770 66
Elgin & Havelock		4 73						5,075 73
Essex Terminal		36 88	111 60		27 25			13,919 01
Esquimalt & Nanaimo	544 77	2,530 08	190 62	210 75	3 87			136,969 83
Fredericton & Grand Lake Coal & Ry. Co.		2,174 61						9,778 68
Grand Trunk	28,232 22	50,728 89	598 40	6,399 40	3,957 23	25,212 27	394,553 49	4,301,747 21
" " (Canada Atlantic)	831 96	10,251 87	87 35	621 99	256 20	9,592 43	50 35	530,252 52
Grand Trunk Pacific	Cr. 2,582 85	25,978 69	1,327 96	4,143 01	21 13	1,712 55	363 09	1,701,321 47
Halifax & South Western	3,327 71	1,188 11	22 58	69 27		5,615 04		151,442 58
Hereford		294 42		149 26		258 27		47,110 08
Inverness Railway & Coal Co.		324 01	5 00	77 36	50 00			37,998 64
Irondale, Bancroft & Ottawa		200 11			162 86			14,688 24
International of New Brunswick		411 75		11 15				26,772 81
Kent Northern				20 87				7,090 05

Kettle Valley		9 00			119 53			9,682 45
Klondike Mines		601 33						11,807 89
Lotbiniere & Megantic	302 39	30 95						9,471 07
London & Port Stanley	Cr. 785 53	343 99		49 92		3 55	5,339 20	25,088 89
Maine Central				13 04				2,106 46
Manitoba Great Northern		561 15	35 47	176 97	Cr. 2 00	524 21		60,869 17
Maritime Coal Railway & Power Co						360 00		15,303 88
Massawippi Valley		501 29	29 70	28 45		784 62	120 00	56,479 26
Moncton & Buctouche		115 61						11,141 50
Midland Railway Co. of Manitoba		54 42	120 01	117 69	5 31	100,838 94		119,217 80
Montreal & Atlantic		3,963 56	2,497 77	679 29	1 00	1,492 18		365,129 70
Montreal & Province Line		370 41		20 21				52 215 12
Montreal & Vermont Junction		201 16		50 51				29,721 93
Morrissey, Fernie & Michel					1,381 58		99 00	13,915 71
National Transcontinental, Operated by Can. Government Railways		1,767 97		27 11	7 00	700 00		54,069 49
Napierville Junction		89 79		7 74				9,885 53
Nelson & Fort Sheppard		236 62	320 25	111 14	Cr. 288 43	2,820 00		62,254 30
New Brunswick Coal & Railway Co		3,494 92						29,998 66
New Brunswick & Prince Edward Island	7 30							14,303 58
New Westminster Southern		39 09	10 33	53 51	76 22			13,316 80
Northern New Brunswick & Seaboard		7 00			252 28			3,775 95
North Shore								70 96
Ottawa & New York		925 66	489 49	12 41		598 43		88,582 11
Pere Marquette	Cr. 329 49	2,049 36	121 01	313 37		72,248 30	1,810 18	243,456 72
Quebec Central		3,174 08	819 77	284 47	224 90	720 00		198,315 51
Quebec & Lake St. John	3 40	3,103 36	26 50	220 18		82	158 17	221,276 60
Quebec, Montreal & Southern		1,943 07		308 30		328 31	6,759 40	184,173 07
Quebec Oriental		998 00			331 94			35,480 79
Quebec Railway, Light & Power Co		132 17	56	5 70	9 75	429 30		10,424 48
Roberval—Saguenay		113 72						8,695 62
Red Mountain		40 97	3 65	18 53	Cr. 58 23			15,167 69
Rutland & Noyan	17 14	53 34	113 27	6 33		81 02	110 54	3,587 04
Salisbury & Albert		253 91			8 52			9,557 26
Schomberg & Aurora		12 58						6,544 02
Stanstead, Shefford & Chambly		496 71		20 21		72 73		49,440 22
St. Clair Tunnel	1,803 62		7 01					17,435 04
St. Lawrence & Adirondack		1,137 02	234 94	17 04	12 98	11,593 75		109,743 80
St. Martins								5,221 20
Sydney & Louisburg		1,221 16			3,234 88			101,544 24
Temiscouata		526 50		30 46				52,041 75
Temiskaming & Northern Ontario	6,239 94		100 00	1,177 62			12,249 40	440,322 84
Thousand Islands	74 47	56 99						7,712 42
Toronto, Hamilton & Buffalo		2,945 94	959 88	526 40		1,753 80	29,328 96	276,331 20
Vancouver, Victoria & Eastern	665 24	4,231 54	1,345 19	522 61	288 33	2,194 93		423,610 03
Victoria Terminal Railway & Ferry Co	39 20	1 74						909 27
Victoria & Sidney, B.C	614 63	328 46						45,824 07
Wabash (in Canada)			35 49	37 08		291,775 82	1,255 10	298,180 02
Wellington Colliery Co								19,782 75
York & Carleton		4 54						1,199 24
Final total	135,151 00	402,873 20	89,364 97	84,933 39	13,656 15	925,551 40	636,930 79	35,292,226 82

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Maintenance of Equipment.							
	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.	Electric Locomotives—Renewals.	Passenger-Train Cars—Repairs.	Passenger-Train Cars—Renewals.	Freight-Train Cars—Repairs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	5,981 59	29,210 33				9,078 72		24,105 28
Algoma Eastern	1,146 89	7,706 32				429 31		13,205 01
Atlantic, Quebec & Western	62 50	10,919 31				3,361 48		648 14
Bay of Quinte	209 76	12,390 61				3,689 76		5,922 93
Bedlington & Nelson	3 26	187 95						
Brandon, Saskatchewan & Hudson Bay	480 34	5,222 40				1,500 34		1,627 25
British Yukon	1,024 58	4,965 15				521 26		1,897 82
Brockville, Westport & North Western	858 01	4,662 16				466 31		440 98
Canada & Gulf Terminal	88 78	1,215 51				968 13		15 78
Canada Southern	40,355 37	470,434 39	95,015 68	4,501 30	4,200 00	40,010 06	9,416 78	509,858 71
Canadian Government Ry. (Intercolonial)	82,809 30	902,198 05	179,716 80			336,527 16	89,858 34	903,117 94
" " (P.E. Island)	7,524 24	40,513 40				21,564 95		20,792 46
Canadian Northern	47,223 44	1,179,461 20				365,888 84		992,529 12
" " Ontario	11,467 90	101,603 92				39,034 63		79,606 19
" " Quebec	3,751 13	100,976 02				47,010 60		60,921 73
Canadian Pacific	380,756 09	5,536,326 63	107,520 00			2,554,304 72	196,017 03	4,835,321 85
Cape Breton		2,587 40				172 92		159 17
Caraquet	975 00	3,923 95				550 00		525 00
Central Ontario	238 63	26,684 97				4,280 50		9,362 79
Crow's Nest Southern	694 69	9,551 33				1,252 17		25,501 77
Cumberland	751 80	2,587 21				674 10		
Dominion Atlantic	3,703 19	43,495 90	12,000 00			25,843 83		16,276 26
Eastern British Columbia	320 56	2,376 68				136 65		1,794 51
Elgin & Havelock		324 07				19 80		1 60
Essex Terminal		1,877 85	1,000 00					
Esquimalt & Nanaimo	3,279 56	38,804 94				22,293 98	5,737 00	9,702 82
Fredericton & Grand Lake Coal & Ry. Co		7,520 54				841 61		49 05
Grand Trunk	92,282 78	2,851,969 54		Cr. 51 56		522,194 65		2,444,039 81
" " (Canada Atlantic)	12,066 80	186,625 73				21,541 03		95,818 76
Grand Trunk Pacific	127,444 43	962,631 31				209,400 78		507,437 77
Halifax & South Western	2,837 01	26,031 86				8,894 43		7,456 51
Hereford	1,009 42	12,420 53	17 90			2,172 29		13,555 13
Inverness Railway & Coal Co	1,781 84	12,452 05				995 12		9,883 92
Irondale, Bancroft & Ottawa	166 80	4,578 00				73 60		43 75
International of New Brunswick	1,462 00	6,363 73				2,113 42		1,988 47
Kent Northern	525 00	2,700 00				300 00		100 00

Kettle Valley								
Klondike Mines		2,568 64						822 59
Lotbiniere & Megantic		1,322 17				829 19		728 61
London & Port Stanley	1,468 02	15,170 71	272 35			3,774 76	509 76	7,074 51
Maine Central	86 96	612 39	2 62			374 25		1,125 81
Manitoba Great Northern	297 23	3,694 91				783 62		2,721 33
Maritime Coal Railway & Power Co	105 00	4,633 07				138 62		449 08
Massawippi Valley	1,501 90	17,673 09				4,336 63		18,165 25
Moncton Buctouche		890 26				138 20		1,024 41
Midland Railway Co. of Manitoba	3,837 28	23,136 28				7,956 24		9,143 80
Montreal & Atlantic	3,942 37	66,238 32				1,237 93	5,100 00	9,054 85
Montreal & Province Line	792 39	45 26	1,654 93			34 38	822 12	46 31
Montreal & Vermont Junction	799 43		1,655 04			13 37	1,370 20	64 80
Muorrissey, Fernie & Michel		15,447 14						6,840 01
National Transcontinental, Operated by Can. Government Railways	337 23	2,393 45				68 10		95 70
Napierville Junction	165 78	3,604 02				1,558 08		786 64
Nelson & Fort Sheppard	622 76	2,858 74				1,049 21		1,492 07
New Brunswick Coal & Railway Co		11,288 77				931 70		1,973 50
New Brunswick & Prince Edward Island		1,978 40	1,717 96			134 65		890 74
New Westminster Southern	160 56	1,767 22				630 72		
Northern New Brunswick & Seaboard		221 55				872 03		119 60
North Shore								
Ottawa & New York	4,139 77	19,582 80				2,910 65		5,327 68
Pere Marquette	12,420 90	141,989 45	1,701 18			15,583 00	2,104 41	324,135 33
Quebec Central	10,388 68	45,472 71	15,000 00			17,663 87	9,000 00	49,307 40
Quebec & Lake St. John	3,651 41	67,825 75				19,641 50		32,453 84
Quebec, Montreal & Southern	8,349 48	44,829 84				8,310 48		78,338 96
Quebec Oriental	62 50	10,677 85				2,235 46		699 78
Quebec Railway, Light & Power Co	442 79	3,197 48				2,233 15		6,391 05
Roberval—Saguenay	50 00	1,610 30				498 99		2,872 21
Red Mountain	102 98	676 96						
Rutland & Noyan	86 77	747 20	143 42			238 04	80 93	642 69
Salisbury & Albert	2,053 48					433 83		839 07
Schomberg & Aurora		154 52						159 71
Stanstead, Shefford & Chambly	740 34	1 28	1,861 80			76 68	548 03	290 33
St. Clair Tunnel	811 12				8,863 72			
St. Lawrence & Adirondack	3,010 78	2,324 51	887 94			5,207 46	901 44	2,093 43
St. Martins			751 67			63 17		18 50
Sydney & Louisburg	1,959 92	68,906 40				5,422 70		91,085 91
Temiscouata	3,111 45	7,889 30				1,761 40		6,973 88
Temiskaming & Northern Ontario	7,503 17	84,750 77	23,330 90			58,680 09	11,245 16	22,361 70
Thousand Islands		1,963 37				693 97		
Toronto, Hamilton & Buffalo	11,217 12	108,172 02	14,667 03			13,920 23	1,131 54	26,950 63
Vancouver, Victoria & Eastern	3,566 13	47,433 05				14,952 84		13,930 58
Victoria Terminal Railway & Ferry Co	11 80	82 88				150 92		32 72
Victoria & Sidney, B.C	208 93	1,308 90				2,367 20		515 96
Wabash (in Canada)	11,717 54	275,859 29				34,040 79		159,602 33
Wellington Colliery Co		16,573 52				177 81		22,886 64
York Carleton								
Final total	933,006 66	13,741,075 48	458,917 22	13,313 46	4,200 00	4,479,433 06	333,842 74	11,504,238 22

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MAINTENANCE OF EQUIPMENT—*Continued.*							
	Freight-Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Electric Equipment of Cars—Repairs.	Floating Equipment—Repairs.	Floating Equipment—Renewals.	Shop Machinery and Tools.	Power Plant Equipment.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay		9,712 99			22,017 40		3,019 16	
Algoma Eastern		442 41					226 63	
Atlantic, Quebec & Western		387 50					742 43	
Bay of Quinte		26 10					597 34	
Bedlington & Nelson		241 09						
Brandon, Saskatchewan & Hudson Bay		905 83					281 03	
British Yukon		766 07					157 77	
Brockville, Westport & North Western		102 65					204 30	
Canada & Gulf Terminal								
Canada Northern	121,448 49	5,048 04	8,980 83				10,336 24	5,654 13
Canadian Government Ry. (Intercolonial)	134,787 64	4,5076 74			7,294 31		54,109 35	
" " (P.E. Island)		1,390 77					3,206 54	66 94
Canadian Northern		53,306 35					100,259 85	
" " Ontario		8,547 36					12,714 04	
" " Quebec		8,388 50					8,022 96	346 27
Canadian Pacific	1,325,684 85	624,272 12	209,173 54		8,030 13		724,553 80	
Cape Breton								
Caraquet		250 00					510 00	
Central Ontario		362 07	209 87					
Crow's Nest Southern		1,440 30					377 59	
Cumberland		716 79						
Dominion Atlantic		2,758 70					986 06	
Eastern British Columbia		225 91						
Elgin & Havelock								
Essex Terminal								
Esquimalt & Nanaimo	11,982 80	2,608 83	10,143 64				1,140 31	
Fredericton & Grand Lake Coal & Ry. Co							95 15	
Grand Trunk	Cr. 638 31	73,578 43			110,666 59		315,420 74	
" " (Canada Atlantic)		2,479 72					21,571 87	
Grand Trunk Pacific		34,777 48					92,654 40	19,173 93
Halifax & South Western		556 54					716 77	
Hereford		346 78	54 39				226 29	
Inverness Railway & Coal Co		51 02					919 86	
Irondale, Bancroft & Ottawa		8 00					20 43	
International of New Brunswick							399 58	1 72
Kent Northern		100 00						
Kettle Valley								

Klondike Mines							2 75	
Lotbiniere & Megantic							143 17	
London & Port Stanley	1,083 85	225 98	197 01				1,094 87	
Maine Central	Cr. 2 61	18 71	4 55				33 05	
Manitoba Great Northern		1,097 88					193 74	
Maritime Coal Railway & Power Co		6 74					35 29	
Massawippi Valley		143 09					497 79	
Moncton & Buctouche								
Midland Railway Co. of Manitoba		286 33					977 66	
Montreal & Atlantic	17,637 62	611 52	6,683 34				4,939 95	
Montreal & Province Line	1,075 25	12 56	260 54				82 12	
Montreal & Vermont Junction	6,255 95		97 69				3 42	
Morrissey, Fernie & Michel						3,596 18	2,509 79	
National Transcontinental, Operated by Can. Government Railways		406 46					4 66	
Napierville Junction		190 29						
Nelson & Fort Sheppard		713 11					257 12	
New Brunswick Coal & Railway Co							3,329 31	
New Brunswick & Prince Edward Island	2,975 09							
New Westminster Southern		409 56					158 98	
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York		2,084 89	51 48				1,874 07	
Pere Marquette	51,459 79	477 45	416 15		14,560 32	425 04	9,333 34	
Quebec Central		1,163 97					8,616 04	
Quebec & Lake St. John		1,839 00					3,673 94	
Quebec, Montreal & Southern	1,852 58	1,016 21					1,494 84	
Quebec Oriental		517 44					805 54	
Quebec Railway, Light & Power Co		92 59					232 12	
Roberval—Saguenay				807 66			67 43	
Red Mountain		88 65					16 09	
Rutland & Noyan	222 25	12 41	20 74				35 14	Cr. 01
Salisbury & Albert							106 46	
Schomberg & Aurora								
Stanstead, Shefford & Chambly	2,443 70	177 91	184 64				157 05	
St. Clair Tunnel								
St. Lawrence & Adirondack	42 56	397 16	158 25				67 16	
St. Martins								
Sydney & Louisburg		4,902 69						
Temiscouata		194 79						
Temiskaming & Northern Ontario	25,222 25	16,219 60	3,220 80				5,726 20	
Thousand Islands							3 02	
Toronto, Hamilton & Buffalo	15,305 84	5,455 46	777 56				6,524 13	
Vancouver, Victoria & Eastern		8,005 47			918 89	2,094 84	1,299 18	
Victoria Terminal Railway & Ferry Co							4 19	
Victoria & Sidney, B.C							66 80	
Wabash (in Canada)	941 62						15,998 38	
Wellington Colliery Co								
York & Carleton								
Final total	1,719,781 21	925,643 01	240,635 02	807 66	163,487 64	6,116 06	1,423,835 28	25,242 98

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway	Maintenance of Equipment—*Concluded.*					Traffic Expenses.		
	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals. Dr.	Maintaining Joint Equipment at Terminals. Cr.	Total Maintenance of Equip.	Superintendence.	Outside Agencies.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	31 29	280 87	149 41			103,587 04	4,656 82	20 30
Algoma Eastern		83 32	1 13			23,241 02	1,047 87	
Atlantic, Quebec & Western			25 00			16,146 36		
Bay of Quinte		109 99	240 90			23,187 39	1,709 69	38 52
Bedlington & Nelson						432 30		
Brandon, Saskatchewan & Hudson Bay	189 27	30 78	19 36			10,256 60	503 14	1,465 18
British Yukon	64	80				9,334 09	3,511 16	2,569 51
Brockville, Westport & North Western			61 75			6,796 16	538 89	29 19
Canada & Gulf Terminal			5 00			2,293 20		
Canada Southern	1,049 61	4,012 19	14 50	8,783 17		1,339,119 49	53,360 99	56,136 75
Canadian Government Ry. (Intercolonial)	2,043 85	15,018 04	31,913 78	6,770 23		2,791,241 53	61,983 51	118,033 44
" " (P.E. Island)	92	476 52	813 75			96,350 49	2,316 29	4,292 99
Canadian Northern	14,010 21	6,798 69 Cr.	44 75	19,911 11		2,779,374 06	115,079 18	156,234 95
" " Ontario	462 47	1,119 00	72 00			254,627 51	18,213 26	2,843 44
" " Quebec	50 24	702 01				230,169 46	23,013 15	7,626 46
Canadian Pacific	57,322 29	51,790 94		6,695 94	522 72	16,617,247 21	620,991 42	1,811,758 55
Cape Breton			256 94			3,176 43		
Carnquet			557 27			7,291 22	500 00	
Central Ontario		162 25				41,301 08	2,271 13	52 44
Crow's Nest Southern	268 46	40 13	25 49			39,151 93	756 59	2,199 54
Cumberland			86 56			4,816 46		
Dominion Atlantic	38 00	223 71	6 00			105,331 65	8,153 38	3,799 29
Eastern British Columbia						4,854 31		250 00
Elgin & Haydock			9 00			354 47		
Essex Terminal			9 81			2,887 66		
Esquimalt & Nanaimo	170 00	105 27				105,969 15		27 35
Fredericton & Grand Lake Coal & Ry. Co.						8,506 35		
Grand Trunk	15,485 55	18,087 65	2,721 28	802 23	150,904 40	6,295,654 98	202,490 88	673,501 30
" " (Canada Atlantic)	350 14	1,435 40	197 74			342,087 19	19,222 94	55,145 30
Grand Trunk Pacific	3,874 15	3,939 85	110,592 62	86 07		2,072,012 79	39,197 72	55,027 19
Halifax & South Western	58 11	73 05		900 00		47,524 28	5,936 56	2,681 25
Hereford	17	78 58				29,881 48	1,198 69	198 55
Inverness Railway & Coal Co.		77 36	740 05			26,901 22	98 16	
Irondale, Bancroft & Ottawa						4,890 58	272 25	
International of New Brunswick		28 28	3,794 99			16,152 19	1,509 02	
Kent Northern						3,725 00		
Kettle Valley							130 00	

Klondike Mines		1 75				3,395 73			
Lotbiniere & Megantic			1,658 14			4,681 28			
London & Port Stanley	296 64	88 57				31,257 03	2,022 37	2,769 50	
Maine Central		9 36				2,265 09	190 22	30 44	
Manitoba Great Northern	138 86	20 54	13 34			8,961 45	336 82	1,110 60	
Maritime Coal Railway & Power Co						5,367 80			
Massawippi Valley	23 75	108 70				42,450 20	2,251 08	1,151 25	
Moncton & Buctouche						2,052 87			
Midland Railway Co. of Manitoba	597 80	208 45	33 95	1,865 04		48,042 83	2,142 30	6,346 59	
Montreal & Atlantic		437 29				115,883 19			
Montreal & Province Line	1 50	49 23				4,876 59	433 50	458 77	
Montreal & Vermont Junction	3 72	123 01				10,386 63	1,083 63	1,584 06	
Morrissey, Fernie & Mitchel						28,393 12			
National Transcontinental, Operated by Can. Government Railways		8 19	327 63			3,641 42	7 15	107 90	
Napierville Junction			45 06			6,349 87	573 82		
Nelson & Fort Sheppard	169 65	27 21	17 24			7,207 11	423 85	1,204 01	
New Brunswick Coal & Railway Co						17,523 28			
New Brunswick & Prince Edward Island						7,696 84			
New Westminster Southern	75 86	15 74	10 78			3,229 42	247 76	645 58	
Northern New Brunswick & Seaboard			583 63			996 81	600 00		
North Shore									
Ottawa & New York	962 88	63 42	2 55	56 28		37,056 47	4,074 09	1,479 90	
Pere Marquette	2,505 08	757 22		454 39		578,323 05	19,248 71	25,709 31	
Quebec Central	90 79	217 82	5,026 58	128,699 49	113,852 46	176,794 89	9,476 32	9,772 11	
Quebec & Lake St. John	66 31	333 89				129,485 64	19,779 62	3,838 96	
Quebec, Montreal & Southern	141 20	764 48				145,098 07	5,842 17	52 00	
Quebec Oriental			239 95			15,238 52			
Quebec Railway, Light & Power Co	24 94	23 90	2,566 64			15,204 66	643 85	984 03	
Roberval-Saguenay			176 89			6,083 48	270 00		
Red Mountain	19 85	2 02	1 13			907 68	86 90	307 06	
Rutland & Noyan	2 35	6 71	56 55			2,295 19	239 89	344 47	
Salisbury & Albert						3,432 84			
Schomburg & Aurora						314 23			
Stanstead, Shefford & Chambly	1 50	49 23				6,532 49	433 50	563 02	
St. Clair Tunnel	30 68		4,684 23			14,389 75			
St. Lawrence & Adirondack	124 48	260 56	7 62			15,483 35	1,541 70	3,580 01	
St. Martins						833 34			
Sydney & Louisburg						172,277 62	1,153 66		
Temiscouata		74 84	7,562 74			27,568 40	2,757 33		
Temiskaming & Northern Ontario	112 23	1,028 54	1,532 76			260,934 17	10,352 43	1,020 82	
Thousand Islands						2,660 36			
Toronto, Hamilton & Buffalo	380 57	675 17			7,091 27	198,086 03	13,267 02	2,008 55	
Vancouver, Victoria & Eastern	1,165 84	139 97	88 45	52 67		93,647 91	2,546 46	7,763 02	
Victoria Terminal Railway & Ferry Co						282 51	59 88		
Victoria & Sidney, B.C						4,467 79	1,043 37		
Wabash (in Canada)	90 61	1,272 73	91 16	108,169 96	228 59	607,555 82	22,963 07	59,251 58	
Wellington Colliery Co						39,637 97			
York & Carleton			205 75			205 75			
Final total	102,432 46	111,443 22	177,232 35	283,246 58	272,599 44	36,375,330 87	1,314,755 16	3,086,015 00	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Traffic Expenses							Transportation Expenses.
	Advertising.	Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	Superintendency.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	1,144 70	120 80			448 21		6,360 83	7,228 55
Algoma Eastern	54 89	10 30			25 39		1,138 45	1,632 01
Atlantic, Quebec & Western								
Bay of Quinte	509 54	159 55			720 64		3,437 94	3,092 61
Bedlington & Nelson								20 82
Brandon, Saskatchewan & Hudson Bay	1,151 07	39 10		466 00	316 45	3 13	3,944 07	1,640 65
British Yukon	1,783 35				176 61		8,340 63	2,253 35
Brockville, Westport & North Western	392 29				192 30		1,092 67	869 00
Canada & Gulf Terminal								821 55
Canada Southern	12,853 66	3,122 12	58,628 81	1,845 20	33,165 11	13 18	219,525 82	73,027 16
Canadian Government Ry. (Intercolonial)	52,461 56	3,493 04			45,139 08	451 95	281,562 58	97,751 36
" " (P.E. Island)	863 61				224 50		7,697 39	5,631 47
Canadian Northern	101,597 88	7,467 44		37,624 92	30,540 94	1,868 36	150,413 67	238,601 22
" " Ontario	7,154 40	1,222 19		7 12	4,415 64	52 01	33,908 03	26,676 53
" " Quebec	4,129 22	973 29			4,527 56	6 13	40,275 81	16,842 46
Canadian Pacific	733,077 55	59,068 36	39,854 46	47,810 25	311,273 91	2,777 58	3,626,612 08	1,287,953 40
Cape Breton	56 00						56 00	250 00
Caraquet					150 00	539 42	1,189 42	
Central Ontario	1,022 87	187 04			801 69		1,335 17	3,156 02
Crow's Nest Southern	1,344 16	69 00		635 96	478 18	5 33	5,488 76	1,946 45
Cumberland	26 50	10 00				56 30	92 80	726 00
Dominion Atlantic	9,670 23	388 44			2,205 89		24,217 23	4,642 63
Eastern British Columbia					1 27		251 27	1,610 54
Elgin & Havelock								
Essex Terminal	130 00	47 50					177 50	1,938 30
Esquimalt & Nanaimo	119 60					45 48	192 43	9,259 49
Fredericton & Grand Lake Coal & Ry. Co	20 00						20 00	
Grand Trunk	135,204 64	35,671 47	50,255 15	7,632 58	91,604 19	1,119 29	1,197,479 50	346,305 25
" " (Canada Atlantic)	12,875 74	3,599 56	5,059 33	726 84	8,723 27	108 18	105,461 16	41,942 06
Grand Trunk Pacific	28,099 32	798 17		964 36	15,085 56	1,848 26	141,020 58	86,880 94
Halifax & South Western	3,105 33	261 32		18 00	880 74		12,883 20	7,023 22
Hereford	897 32	32 41	74 85	262 45	351 01	6 82	3,022 10	1,109 18
Inverness Railway & Coal Co.	283 18			8 62	38 68		428 64	441 77
Irondale, Bancroft & Ottawa	263 05	113 20			251 22		899 72	1,330 83
International of New Brunswick	773 44				22 29		2,304 75	1,817 48
Kent Northern								525 00
Kettle Valley					44 74	4 07	178 81	125 00

Klondike Mines	55 00						55 00	
Lotbiniere & Megantic		99 67			3 49		103 16	
London & Port Stanley	552 71	140 99	261 64		1,029 79		6,777 00	1,873 40
Maine Central	140 91	4 89	9 72	35 61	51 91	1 03	464 73	155 09
Manitoba Great Northern	560 96	35 29		325 86	211 45	2 90	2,583 88	963 48
Maritime Coal Railway & Power Co								1,050 00
Massawippi Valley	419 90	208 27			148 65		4,179 15	4,408 85
Moncton & Buctouche								
Midland Railway Co. of Manitoba	3,193 44	158 37		1,423 45	1,966 26	188 36	14,518 77	4,309 13
Montreal & Atlantic			7,631 98				7,631 89	9,840 91
Montreal & Province Line	88 26	21 63	6 57		227 85	1 00	1,237 58	566 57
Montreal & Vermont Junction	360 86	54 36			576 25	2 87	3,662 03	1,554 17
Morrissey, Fernie & Michel								2,040 00
National Transcontinental, Operated by Can. Government Railways	26 80				61 80		203 65	1,315 75
Napierville Junction					146 20		720 02	566 20
Nelson & Fort Sheppard	1,031 47	31 30		430 25	264 95	2 77	3,388 60	1,531 13
New Brunswick Coal & Railway Co		4 00					4 00	
New Brunswick & Prince Edward Island								
New Westminster Southern	149 97	24 79		163 25	141 91	1 70	1,374 96	552 86
Northern New Brunswick & Seaboard						515 00	1,115 00	
North Shore								
Ottawa & New York	196 68	110 34	16 17	10 01	1,372 15	62	7,259 96	2,494 87
Pere Marquette	2,334 35	1,383 02	4,654 50		8,833 69		62,163 58	25,297 59
Quebec Central	5,980 92	786 24			2,535 87	287 13	28,838 59	10,077 01
Quebec & Lake St. John	1,903 58	149 46			2,758 75		28,430 37	11,022 44
Quebec, Montreal & Southern	151 78	112 78			1,333 25		7,491 98	4,454 76
Quebec Oriental								48 00
Quebec Railway, Light & Power Co	42 30				27 59	77	1,698 54	849 09
Roberval-Saguenay	115 64	15 10			12 00	125 51	538 25	260 25
Red Mountain	15	13 09		28 00	55 17	78	491 15	222 14
Rutland & Noyan	108 17	10 62	76 61	98	111 33	3 50	895 57	111 09
Salisbury & Albert								
Schomberg & Aurora								
Stanstead, Shefford & Chambly	136 51	21 61			234 69	1 02	1,390 35	699 89
St. Clair Tunnel								
St. Lawrence & Adirondack	1,222 20		144 57	606 02	603 66	70 34	7,768 50	4,418 39
St. Martins	13 75					50 40	64 15	
Sydney & Louisburg	1,150 65	182 09					2,486 40	3,041 82
Temiscouata	990 00	143 19			295 73		4,186 25	2,170 80
Temiskaming & Northern Ontario	3,351 88	165 48		1,925 45	1,418 87		18,234 93	13,363 59
Thousand Islands								600 00
Toronto, Hamilton & Buffalo	3,012 06	436 00	876 99		1,474 69		21,075 31	22,841 82
Vancouver, Victoria & Eastern	4,549 88	239 19		2,276 11	1,647 42	18 25	19,040 33	7,524 53
Victoria Terminal Railway & Ferry Co	5 90						65 78	23 86
Victoria & Sidney, B.C	92 90						1,136 27	419 95
Wabash (in Canada)	6,759 48	2,126 05	872 84		9,729 35	15 39	101,717 76	15,737 25
Wellington Colliery Co								1,790 00
York & Carleton								
Final total	1,149,674 16	123,532 12	168,424 10	105,227 29	588,779 79	10,194 83	6,546,602 45	2,432 768 97

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914- *Continued.*

Name of Railway.	Transportation Expenses.							
	Despatching Trains.	Station Employees.	Weighing and Car Service Associations.	Coal and Ore Docks.	Station Supplies and Expenses.	Yard-masters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	997 56	17,762 52	319 58	2,812 80	6,247 49	437 58	6,592 70	550 07
Algoma Eastern	176 20	1,023 43			105 73			
Atlantic, Quebec & Western	334 40	5,642 72			1,573 67			
Bay of Quinte	1,005 76	13,651 57	130 01	66 12	2,978 96			
Bedlington & Nelson	17 24							
Brandon, Saskatchewan & Hudson Bay	692 05	7,762 55	46 79		1,798 02			
British Yukon	801 06	12,942 73			1,111 19		246 13	
Brockville, Westport & North Western		3,519 32			836 69			
Canada & Gulf Terminal		2,408 12	1,315 90		639 69			
Canada Southern	15,676 35	198,964 58	1,549 03		22,425 30	67,371 89	212,847 54	25,772 25
Canadian Government Ry. (Intercolonial)	201,674 38	902,912 97	1,660 37		129,965 34	57,955 63	225,456 19	17,426 21
" " (P.E. Island)	5,243 70	73,918 64			7,856 87	3,060 00	5,494 26	
Canadian Northern	88,549 11	1,283,756 18	7,208 06		130,209 30	95,182 59	281,165 90	10,952 46
" " Ontario	10,334 03	117,371 11	280 72	6,087 29	14,235 89	2,933 77	26,793 31	888 44
" " Quebec	10,474 27	126,265 56	510 10		14,968 36	8,002 45	31,024 95	1,581 60
Canadian Pacific	695,638 91	6,797,597 90	13,589 67		654,371 40	378,849 51	1,754,391 86	125,773 54
Cape Breton		1,060 00			41 56		1,568 35	
Caraquet		4,209 59			903 73			
Central Ontario	1,615 00	23,172 01	131 14	42 65	3,813 24		5,996 45	
Crow's Nest Southern	911 32	7,289 24	89 09		644 84			
Cumberland	726 00	5,022 67	1,878 35		305 90	875 09	9,572 88	
Dominion Atlantic	3,788 53	59,917 36			7,168 14	4,291 35		
Eastern British Columbia		1,797 00	48 37		78 92			
Elgin & Havelock		335 00						
Essex Terminal		2,368 10	70 00					
Esquimalt & Nanaimo	7,502 92	54,025 09	326 96		3,748 50	56 25	10,170 66	
Fredericton & Grand Lake Coal & Ry. Co		859 55				275 00		
Grand Trunk	140,607 68	2,651,481 57	9,138 81		242,861 45	214,156 36	813,374 71	95,287 28
" " (Canada Atlantic)	13,448 14	241,269 22	3,838 92	84 51	30,604 50	20,457 66	52,448 22	984 59
Grand Trunk Pacific	30,440 91	422,782 95	1,454 80	292 52	46,089 23	19,412 11	97,229 91	5,498 83
Halifax & South Western	2,245 17	23,111 21		17 83	2,845 35		2,205 49	
Hereford	2,142 49	5,742 20	25 57		513 35		10 34	
Inverness Railway & Coal Co	440 52	5,761 78			542 75		2,057 53	30 00
Irondale, Bancroft & Ottawa		2,058 05			585 16			
International of New Brunswick		5,100 94	1 25		1,201 01			
Kent Northern		1,621 58			500 00			
Kettle Valley					28 07			
Klondike Mines		1,596 00			189 10			

Lotbiniere & Megantic		1,322 28			273 33			
London & Port Stanley	1,264 96	15,155 12	255 71		1,041 49	1,727 72	9,419 15	187 50
Maine Central	91 36		2 15					
Manitoba Great Northern	269 78	5,427 10	43 73		1,089 82			
Maritime Coal Railway & Power Co		1,325 00			80 08			
Massawippi Valley	2,617 38	24,751 37	77 44		1,885 44			
Moncton & Buctouche		2,040 00			152 00			
Midland Railway Co of Manitoba	10 10	38,147 22	100 00		16,581 51	1,834 91	5,459 36	32 80
Montreal & Atlantic	7,721 76	72,362 56	40 07		9,300 53	2,362 55	11,068 28	284 75
Montreal & Province Line	244 08	5,687 61	4 55		1,400 72		32 20	
Montreal & Vermont Junction	732 36	3,535 34	11 34		782 49			
Morrissey, Fernie & Michel		2,465 85						
National Transcontinental, Operated by Can. Government Railways	315 21	2,103 18			666 11			
Napierville Junction	236 87	2,526 41	2 45		343 17			24 20
Nelson & Fort Sheppard	775 63	3,006 96	35 06		481 79			
New Brunswick Coal & Railway Co		2,669 36						
New Brunswick & Prince Edward Island		1,418 85						
New Westminster Southern	129 55		33 58		23 05			
Northern New Brunswick & Seaboard							1,415 15	
North Shore								
Ottawa & New York	1,438 36	18,722 11	77 99		10,411 84		2,473 14	
Pere Marquette	8,156 52	85,380 95	2,509 39		6,007 41	3,629 57	23,997 59	745 19
Quebec Central	7,037 72	83,815 63	692 75		10,638 57		4,858 54	
Quebec & Lake St. John	5,793 79	54,739 99	248 82	20 00	7,006 18	1,315 16	4,762 68	
Quebec, Montreal & Southern	2,254 09	26,584 53	79 54		3,749 67		1,700 52	60 00
Quebec Oriental	318 10	5,575 54			1,172 98			
Quebec Railway, Light & Power Co	812 73	5,676 59	186 29		755 15	267 68	1,009 17	1,248 95
Roberval-Saguenay	150 00	1,543 55		7 20	775 83			78 09
Red Mountain	133 85	3,607 67	18 46		393 20			
Rutland & Noyan	38 30	637 26	43		77 03	36 10	143 95	28 59
Salisbury & Albert		1,277 00			23 04			
Schomberg & Aurora					23 25			
Stanstead, Shefford & Chambly	247 35	9,177 21	4 55		1,731 49	188 40	1 87	432 60
St. Clair Tunnel	8,739 70	7 11						
St. Lawrence & Adirondack	1,714 80	16,898 76	123 40		8,607 63			
St. Martins		256 94	731 70					
Sydney & Louisburg	5,822 57	21,451 24	24,695 29		2,986 21	6,296 86	48,170 34	690 78
Temiscouata	1,566 95	10,892 31	181 72		1,105 56			
Temiskaming & Northern Ontario	13,368 06	125,416 77	509 23		13,123 95	11,661 67	31,254 51	1,426 51
Thousand Islands		4,357 06	34 50		904 92			
Toronto, Hamilton & Buffalo	13,405 66	129,414 03	518 12		7,934 14	12,298 33	39,607 06	2,699 63
Vancouver, Victoria & Eastern	3,470 26	55,533 29	299 29		7,581 17	1,419 35	12,297 25	496 90
Victoria Terminal Railway & Ferry Co		319 31			68 73			
Victoria & Sidney, B.C		5,004 39			1,159 77			
Wabash (in Canada)		19,899 05	4,932 02		1,000 47		3,078 25	
Wellington Colliery Co								
York & Carleton								
Final total	1,324,361 55	13,956,210 51	80,063 06	9,430 92	1,453,298 42	916,355 54	3,739,429 19	291,178 76

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Yard Supplies and Expenses.	Yard Enginemen.	Enginehouse Expenses—Yard.	Fuel for Yard Locomotives.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.	Other Supplies for Yard Locomotives.	Operating Joint Yards and Terminals Dr.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	38 80	4,347 27	1,250 65	7,821 09	248 46	134 95	56 84	
Algoma Eastern								548 28
Atlantic, Quebec & Western								
Bay of Quinté			584 82	680 84		178 33	15 65	5,427 65
Bedlington & Nelson								
Brandon, Saskatchewan & Hudson Bay								
British Yukon		252 44		549 27		9 80	2 91	
Brockville, Westport & North Western								
Canada & Gulf Terminal								
Canada Southern	5,396 91	116,240 28	25,594 25	147,413 47	7,204 19	2,983 89	2,671 31	533,416 67
Canadian Government Rys. (Intercolonial)	24,068 81	166,554 98	46,252 78	249,003 09	12,556 61	3,324 92	2,327 60	136,505 66
" " (P.E. Island)	130 34	7,772 42	269 87	5,150 27	115 00	119 46	104 24	
Canadian Northern	5,087 35	197,645 41	54,950 24	260,353 07	23,643 56	6,076 75	3,803 75	250,083 99
" " Ontario	106 27	20,027 37	4,767 35	9,670 86	949 72	526 90	224 79	16,499 45
" " Quebec	1,845 56	19,981 52	29 75	45,651 65		537 37	385 53	9,084 12
Canadian Pacific	40,526 17	1,095,149 39	409,852 56	1,279,275 88	62,319 79	14,935 40	30,132 17	346,970 05
Cape Breton								
Caraquet			400 53				203 00	
Central Ontario	1 00	2,701 10	852 94	9,691 09	47 55	52 68	6 68	3,663 15
Crow's Nest Southern								
Cumberland								
Dominion Atlantic	3 19	8,263 71	2,495 01	20,646 18	224 77	312 25	110 48	1,881 50
Eastern British Columbia								
Elgin & Havelock		652 43	219 00					
Essex Terminal								
Esquimalt & Nanaimo	7 24	6,308 27	734 26	2,847 30	219 70	91 25	53 87	6,552 49
Fredericton & Grand Lake Coal & Ry. Co.								
Grand Trunk	13,233 26	510,621 07	97,800 85	654,069 87	33,346 61	8,133 77	16,586 70	109,257 94
" " (Canada Atlantic)	509 95	31,177 32	6,991 27	47,615 45	2,462 81	563 59	1,330 39	4,189 90
Grand Trunk Pacific	1,806 00	58,794 76	16,183 11	128,109 34	5,332 33	2,965 58	3,240 10	100,776 54
Halifax & South Western	64 07	1,464 65	125 74	1,865 55	20 00	44 59		48,814 94
Hereford		430 66		473 62	68 04	9 69		1,308 61
Inverness Railway & Coal Co	88 99	1,809 26	522 42	3,221 10		108 44	27 19	
Irondale, Bancroft & Ottawa			21 66				97	
International of New Brunswick								
Kent Northern								

Kettle Valley								
Klondike Mines								
Lotbiniére & Megantic								
London & Port Stanley	199 82	8,800 38	2,639 66	4,115 39	199 50	58 39	42 38	
Maine Central								
Manitoba Great Northern								1,146 42
Maritime Coal Railway & Power Co		397 85	217 79	1,524 00	143 97	54 76	50 59	
Massawippi Valley								1,025 48
Moncton & Buctouche								
Midland Railway Co. of Manitoba	204 87	3,115 07	1,495 23	8,274 46	746 96	270 70	113 33	7,881 62
Montreal & Atlantic	266 60	7,791 57	1,784 15	6,912 49	154 01	151 28	267 47	59,736 64
Montreal & Province Line			241 14	2 47	36 68			533 61
Montreal & Vermont Junction								
Morrissey, Fernie & Michel							182 14	
National Transcontinental, Operated by Can. Government Railways								1,132 25
Napierville Junction	12 50			3,725 15				
Nelson & Fort Sheppard								6,723 59
New Brunswick Coal & Railway Co								
New Brunswick & Prince Edward Island								
New Westminster Southern								
Northern New Brunswick & Seaboard			600 00					
North Shore								
Ottawa & New York	14 95	2,045 71	311 44	3,996 70	42 55	32 20	12 99	5,710 30
Pére Marquette	367 72	19,431 36	7,564 46	32,804 04	1,521 13	460 01	586 94	33,409 91
Quebec Central		4,495 65	2,307 82	11,469 00	92 58	287 80	38 30	9,213 28
Quebec & Lake St. John	572 39	3,366 05		7,919 05		82 60	93 63	240 00
Quebec, Montreal & Southern	323 74	1,411 86	1,309 50	17,820 85	532 00	278 31	193 46	450 00
Quebec Oriental								
Quebec Railway, Light & Power Co	44 30	974 24	32 76	1,189 74	1 00	14 18	18 07	
Roberval Saguenay	2 95		1,214 62	10 50				
Red Mountain								
Rutland & Noyan	5 53	103 21	27 50	128 25	6 20	1 87	2 20	127 95
Salisbury & Albert								
Schomberg & Aurora								
Stanstead, Shefford & Chambly			185 57	2 47	36 05			504 29
St. Clair Tunnel	2,090 71	602 25						
St. Lawrence & Adirondack								77,880 54
St. Martins								
Sydney & Louisburg								
Temiscouata								
Temiskaming & Northern Ontario	772 88	20,184 37	6,286 58	35,482 95	924 24	523 34	391 66	
Thousand Islands	6 21							
Toronto, Hamilton & Buffalo	471 03	31,249 54	4,733 28	61,925 36	2,878 90	516 85	244 11	
Vancouver, Victoria & Eastern	116 24	7,665 77	2,249 41	14,961 94	282 63	164 44	146 80	1,069 31
Victoria Terminal Railway & Ferry Co								
Victoria & Sidney, B.C								
Wabash (in Canada)	20 70	2,702 07	8 05	5,139 55	16 42 Cr.	325 84	1 58	361,812 63
Wellington Colliery Co								
York & Carleton								
Final total	98,406 96	2,364,531 26	703,108 02	3,091,513 35	156,373 96	43,680 50	63,669 82	2,143,578 76

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginemen.	Enginehouse Expenses—Road.	Fuel for Road Locomotives.	Water for Road Locomotives.	Lubricants for Road Locomotives.	Other supplies for Road Locomotives.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			24,672 30	12,251 34	45,986 88	2,757 66	1,303 12	544 72
Algoma Eastern			6,439 23	2,231 67	25,846 37	731 81	348 46	158 04
Altantic, Quebec & Western			5,249 90	2,746 31	25,530 67	701 05	865 08	449 32
Bay of Quinte			15,892 30	4,320 44	44,926 35	1,710 96	1,182 84	197 19
Bedlington & Nelson			108 09	30 16	372 01		5 47	2 79
Brandon, Saskatchewan & Hudson Bay			7,413 86	1,923 53	10,046 01	960 56	60 16	234 97
British Yukon			4,072 60	1,911 80	8,539 84	395 15	155 65	55 99
Brockville, Westport & North Western			3,862 04	1,645 40	8,125 40	554 10	168 13	49 79
Canada & Gulf Terminal			1,872 53	963 25	6,119 79	383 40		331 59
Canada Southern	10,606 79	13,161 10	359,847 81	78,154 33	817,814 90	40,038 23	14,486 05	7,922 98
Canadian Government Ry. (Intercolonial)	82,758 84		743,840 08	355,056 73	2,184,429 06	66,061 94	30,604 01	21,883 89
" " (P.E. Island)			32,773 96	15,049 41	58,948 03	1,923 50	1,490 32	1,236 12
Canadian Northern	37,578 11		1,067,044 87	524,867 60	2,349,631 26	201,564 85	49,582 87	28,215 49
" " Ontario	1,781 56		80,461 31	35,790 76	223,954 63	12,431 31	4,874 90	3,273 48
" " Quebec	465 96		89,894 24	25,969 56	233,809 23	12,718 67	3,520 14	3,322 57
Canadian Pacific	161,891 41		4,853,785 51	1,521,488 33	9,667,424 55	584,610 85	151,497 65	213,542 14
Cape Breton			2,580 45		3,507 13		216 05	
Caraquet			1,586 00	10,809 80	14,543 00		600 35	
Central Ontario	10,820 75		23,423 05		65,867 64	2,476 02	1,312 71	569 76
Crow's Nest Southern			13,490 07	2,248 19	21,641 79	1,171 42	247 17	251 13
Cumberland			8,330 67	2,212 17	9,946 24	140 50	288 43	231 18
Dominion Atlantic			45,744 05	20,453 33	117,335 17	3,063 01	1,891 54	887 79
Eastern British Columbia			2,456 04	991 01	2,285 45		323 88	299 37
Elgin & Havelock					1,140 63		75 29	51 73
Essex Terminal			1,944 70	33 30	2,394 01			
Esquimalt & Nanaimo			30,520 31	10,109 56	45,620 60	1,719 32	733 34	686 85
Fredericton & Grand Lake Coal & Ry. Co			3,528 66		9,931 62	163 58	244 54	
Grand Trunk	614,599 11		1,582,265 95	392,994 51	4,157,465 72	180,441 36	43,922 09	69,215 13
" " (Canada Atlantic)	165 00		137,264 48	47,307 74	358,840 89	17,180 08	3,030 47	8,821 26
Grand Trunk Pacific	1,415 36		391,053 18	116,535 99	902,186 40	84,644 00	12,840 66	13,336 37
Halifax & South Western			30,871 77	8,655 61	99,955 13	2,617 57	1,493 24	632 00
Hereford			12,523 78	3,188 68	29,384 61	931 46	320 43	319 05
Inverness Railway & Coal Co			6,554 68	2,235 72	14,851 09	429 41	593 96	337 42
Irondale, Bancroft & Ottawa			1,496 90	533 20	5,369 71	175 60	23 88	39 68
International of New Brunswick			6,515 66		25,826 85	124 82	594 83	541 81
Kent Northern			917 79	355 05	2,971 82	85 79	293 00	
Kettle Valley			471 26		361 26	10 00	12 00	35 85
Klondike Mines			5,063 75	1,183 81	9,826 60	544 90	184 28	259 64

Lotbiniere & Megantic			1,260 94	501 29	3,743 57		90 92	
London & Port Stanley			12,770 08	4,420 38	23,167 06	1,226 25	805 48	686 67
Maine Central			2,466 37	644 44	3,188 52	115 93	27 17	28 93
Manitoba Great Northern			4,152 30	908 78	6,824 39	57 39	52 55	105 54
Maritime Coal Railway & Power Co			4,483 37	1,198 02	7,256 00	600 34	217 14	292 33
Massawippi Valley	8 58		15,797 99	5,459 74	30,565 80	1,265 13	397 53	514 49
Moncton & Buctouche			1,408 18	419 75	3,787 55	30 00	157 62	33 86
Midland Railway Co. of Manitoba			28,748 55	8,587 59	53,710 73	1,037 83	542 93	812 44
Montreal & Atlantic			65,706 23	23,079 94	127,928 10	2,937 45	1,920 25	3,361 30
Montreal & Province Line			4,940 02	1,369 29	19,653 14	646 14	60 06	122 88
Montreal & Vermont Junction	67 26		7,072 83	63 99	14,241 66	1,148 64	114 74	59 00
Morrissey, Fernie & Michel			8,493 51		12,000 61	261 98		1,152 58
National Transcontinental, Operated by Can. Government Railways			6,513 18	2,373 74	18,041 83	3,209 66	196 56	104 16
Napierville Junction			3,152 81	910 97	10,753 29	555 69	152 41	54 68
Nelson & Fort Sheppard	452 01		4,957 69	772 29	7,895 69	385 41	129 69	167 93
New Brunswick Coal & Railway Co			5,251 52		8,909 75	597 14	811 58	
New Brunswick & Prince Edward Island			3,810 20		5,992 69	64 00	431 25	
New Westminster Southern			2,650 98		2,878 45	Cr. 52 48	16 83	38 14
Northern New Brunswick & Seaboard			1,620 00		2,860 00		122 08	124 12
North Shore				430 95	432 00		36 62	
Ottawa & New York	367 94		12,137 06	5,711 50	23,566 54	1,248 85	466 50	180 60
Pere Marquette			98,314 37	14,131 66	207,144 78	8,218 12	5,896 48	5,210 81
Quebec Central	349 50		74,790 70	13,806 12	211,680 99	865 06	4,995 27	759 16
Quebec & Lake St. John	4,856 22	3,965 34	56,594 24	21,610 69	153,407 33	8,809 45	2,295 62	1,898 94
Quebec, Montreal & Southern	948 00		14,995 01	7,288 08	53,631 93	2,784 86	1,191 64	825 32
Quebec Oriental			7,960 70	3,705 54	30,090 24	1 75	866 80	429 28
Quebec Railway, Light & Power Co			3,256 14	316 98	9,034 29	238 68	178 11	120 74
Roberval-Saguenay		1,613 65	1,974 95		7,436 23	546 26	243 21	24 76
Red Mountain			2,034 85	420 34	3,360 32	122 25	36 21	11 37
Rutland & Noyan	127 36		707 97	222 42	1,423 85	37 65	29 73	19 07
Salisbury & Albert			2,692 01	435 90	7,311 64		148 78	25 18
Schomberg & Aurora			2,611 55	610 25	1,823 22		267 40	
Stanstead, Shefford & Chambly			5,631 68	1,013 83	18,496 14	503 74	162 88	144 18
St. Clair Tunnel		13,230 13						27,107 31
St. Lawrence & Adirondack	240 00		35,000 33	9,375 18	113,365 12	1,633 93	1,190 53	980 81
St. Martins			993 00	358 00	1,969 08		32 65	42 60
Sydney & Louisburg			49,647 75	10,945 12	66,901 03	3,825 31	6,301 35	2,857 48
Temiscouata			12,919 25		48,255 99	1,163 40	628 27	220 48
Temiskaming & Northern Ontario	72,114 43		71,662 75	42,873 58	207,983 71	18,050 68	2,789 13	1,249 92
Thousand Islands			2,836 44	322 08	3,759 90	4 48	167 46	28 87
Toronto, Hamilton & Buffalo	101,463 01		47,943 25	25,574 20	90,767 77	10,272 59	2,628 04	1,621 90
Vancouver, Victoria & Eastern			44,314 69	10,165 83	78,459 51	3,352 19	912 31	833 25
Victoria Terminal Railway & Ferry Co			243 12	58 52	519 09	11 62	35 16	18
Victoria & Sidney, B.C			3,810 11	917 35	8,118 10	182 63	551 34	2 78
Wabash (in Canada)	216 76		114,956 84	23,451 57	240,914 50	14,643 10	3,705 91	4,659 71
Wellington Colliery Co			7,020 00		22,677 00	120 00		943 22
York & Carleton			1,080 00		557 27		54 12	
Final total	1,103,293 96	31,970, 22	10,467,319 35	3,448,704 19	23,619,244 77	1,311,155 99	371,445 31	435,764 06

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Operating Power Plants.	Purchased Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing Wrecks.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			23,256 99	5,411 08	9 50	15 48		2,711 36
Algoma Eastern			7,272 02	1,158 56	467 53			1,720 73
Atlantic, Quebec & Western			5,715 40	1,694 71				
Bay of Quinte			18,253 03	937 15	2,022 86			499 04
Bedlington & Nelson			184 11					5 98
Brandon, Saskatchewan & Hudson Bay			7,404 54	2,464 36	6,406 20			136 84
British Yukon			4,282 87	772 72				60 54
Brockville, Westport & North Western			4,917 96	889 41				94 90
Canada & Gulf Terminal			2,210 44	Cr. 278 17				105 26
Canada Southern	3,228 98	15,354 88	375,841 72	47,781 91	45,408 45	9,955 76	2,951 47	7,476 31
Canadian Government Ry. (Intercolonial)			925,787 58	244,070 14	12,811 80	20,830 68	3,174 52	34,211 98
" " (P.E. Island)			43,293 99	9,384 10	166 84	662 04	627 94	2,299 96
Canadian Northern			1,091,156 98	400,899 98	67,969 18	9,682 31	1,945 44	69,385 64
" " Ontario			74,433 25	33,699 32	7,698 83	4,314 70	1,833 41	11,362 92
" " Quebec			76,865 14	24,889 72	11,768 67	8,435 61	278 85	8,296 96
Canadian Pacific			5,012,909 49	2,246,083 21	82,596 13	49,744 39	17,378 14	174,578 34
Cape Breton				59 90				
Caraquet			4,136 89					
Central Ontario			23,607 57	3,421 73	749 12			1,182 28
Crow's Nest Southern			12,051 94	3,868 33				6,169 01
Cumberland				126 10				67 77
Dominion Atlantic			57,545 00	18,226 58	269 75	598 20	1,677 66	3,369 47
Eastern British Columbia			2,979 26	134 52				30 86
Elgin & Havelock			797 28	8 50				
Essex Terminal			1,959 65		2,739 02			115 52
Esquimalt & Nanaimo			37,609 27	7,164 16			2,544 42	3,452 23
Fredericton & Grand Lake Coal & Ry. Co.			4,033 40					2 50
Grand Trunk	177 64		1,827,506 07	552,367 93	10,390 52	91,049 28	15,539 02	68,696 90
" " (Canada Atlantic)			162,426 38	38,797 12	1,010 10	4,720 64	5,001 63	14,621 60
Grand Trunk Pacific	60,853 75		359,357 44	190,381 44	17,717 16	1,178 08	2,821 24	17,493 31
Halifax & South Western			30,578 93	8,606 69	38 85	156 50	157 17	994 87
Hereford			10,732 12	2,123 97	17 93	1 28		66 25
Inverness Railway & Coal Co.			7,432 97	2,266 05				336 24
Irondale, Bancroft & Ottawa			1,587 40	209 24				
International of New Brunswick			7,049 32	1,184 90				447 30
Kent Northern			1,277 26	83 95				
Kettle Valley			601 18					

Klondike Mines			6,011 50	203 42				
Lotbiniere & Megantic			1,979 90	251 64				
London & Port Stanley			14,360 58	1,357 84		555 86		1,111 36
Maine Central			1,563 01	287 65				8 68
Manitoba Great Northern			5,033 53	1,866 31	7,353 35			62 08
Maritime Coal Railway & Power Co	761 07		4,299 09	319 00				108 75
Massawippi Valley			16,233 78	5,321 75	44 57	263 10		21 19
Moncton & Buctouche			1,827 93	243 12	934 08			3,792 73
Midland Railway Co. of Manitoba			25,380 52	8,442 79				1,165 99
Montreal & Atlantic			61,124 92	13,913 40	2,425 99	396 09		1,468 11
Montreal & Province Line		Cr.	16,295 91	1,984 51	32 29		290 16	621 34
Montreal & Vermont Junction			3,983 63	2,325 64	81 09			143 83
Morrissey, Fernie & Michel	1,965 25		13,606 30		3,481 32			14,092 40
National Transcontinental, Operated by Can. Government Railways			9,487 33	1,536 86	879 18			1,157 56
Napierville Junction			4,014 45	681 21	1,050 42			1,017 53
Nelson & Fort Sheppard			4,783 81	2,065 74				30 44
New Brunswick Coal & Railway Co			5,563 87					37 42
New Brunswick & Prince Edward Island			4,032 65	289 09				
New Westminster Southern			3,281 95	1,285 42				9 51
Northern New Brunswick & Seaboard								A
North Shore								
Ottawa & New York			13,345 54	1,926 57	3,617 15	148 50	543 74	251 18
Pere Marquette			98,741 90	37,265 44	4,356 61	1,510 00	540 00	1,857 23
Quebec Central			75,483 38	16,315 91				1,207 25
Quebec & Lake St. John			53,850 94	11,788 64	114 00	1,937 01	67 65	4,253 59
Quebec, Montreal & Southern			14,498 39	10,401 08	4,032 98	82	547 88	574 16
Quebec Oriental			8,955 60	1,120 24				
Quebec Railway, Light & Power Co			5,531 52	1,340 97			145 13	78 35
Roberval-Saguenay			2,329 69	62 07				
Red Mountain			2,635 05	450 56				94 37
Rutland & Noyan			765 15	171 22	65	10 69	16 58	12 26
Salisbury & Albert			1,860 00	28 84				30 00
Schomberg & Aurora				732 49	1,023 80			
Stanstead, Shefford & Chambly		Cr.	8,375 31	2,298 65	26 59		999 55	240 55
St. Clair Tunnel			18,451 24					
St. Lawrence & Adirondack			39,428 10	6,890 41	1,296 80			1,721 53
St. Martins			1,645 27	353 40				
Sydney & Louisburg				1,306 07		480 00		2,535 89
Temiscouata			13,782 75	2,320 91				427 36
Temiskaming & Northern Ontario			76,732 84	23,989 16				1,792 39
Thousand Islands			1,343 80	108 39				
Toronto, Hamilton & Buffalo			48,887 34	28,867 69	5,292 83	10,361 24		2,332 12
Vancouver, Victoria & Eastern			49,687 36	12,619 02	3,889 42	1,015 02	1,909 44	1,087 21
Victoria Terminal Railway & Ferry Co			271 30	31 74		4 18		5 66
Victoria & Sidney, B.C			4,252 37	497 94		65 50		88 80
Wabash (in Canada)			124,411 71	11,455 80				6,742 35
Wellington Colliery Co			11,009 00					
York & Carleton			600 00					
Final total	64,260 37	18,081 20	11,057,452 61	4,093,607 91	310,191 56	218,092 96	60,991 04	480,174 04

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Telegraph and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.	Other Expenses.	Loss and damage—Freight.	Loss and damage—Baggage.	Damage to Property.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	925 77	188,262 11		1,415 77	222 15	355 71		111 13
Algoma Eastern	26 60			377 74	14 49	29 77		
Atlantic, Quebec & Western				185 00	61 69	93 86		
Bay of Quinte	4 54			1,773 56		559 03	50 00	349 60
Bedlington & Nelson	16					19 81		32
Brandon, Saskatchewan & Hudson Bay	198 68			281 64	803 51	384 61 Cr.	3 61	6 28
British Yukon	1,108 89			389 07	897 09	16 19		
Brockville, Westport & North Western				484 92		98 84		15 00
Canada & Gulf Terminal				443 10		9 23	100 24	523 00
Canada Southern	24,873 82			30,879 22	7,676 59	115,209 98	1,211 14	8,595 24
Canadian Government Ry. (Intercolonial)	15,057 65	60,671 55		83,400 83	53,795 70	86,487 49	740 79	23,722 96
" " (P.E. Island)	1,040 64	47 77		10,093 54	20 00	663 86		245 40
Canadian Northern				98,787 99	13,634 05	186,216 47	353 57	51,877 17
" " Ontario	2,043 20			10,182 45	514 04	7,267 23	302 50	4,107 79
" " Quebec				10,820 43	460 69	4,538 83 Cr.	76 17	1,205 01
Canadian Pacific	207,786 05	151,747 33		353,028 03	70,579 61	1,480,626 70	13,.04 47	176,590 66
Cape Breton	10 25					4 09		96 00
Carapuet	847 72			110 00	5,441 18	182 34		
Central Ontario	3 30			1,844 44		741 26	190 00	8,642 58
Crow's Nest Southern	166 03			406 21	240 53	817 72 Cr.	2 75	114 77
Cumberland	43 18			641 53	2,197 36	58 61		325 00
Dominion Atlantic	24 90			6,395 66	1,395 81	3,342 15	394 63	178 25
Eastern British Columbia				204 91		3 89		
Elgin & Havelock					299 49	12 00		
Essex Terminal	36 75			90 35	5 70	210 86		
Esquimalt & Nanaimo	39 56			7,175 70	481 46	1,632 63	19 50	
Fredericton & Grand Lake Coal & Ry. Co						28 38		
Grand Trunk	74,308 78	153,035 16		153,461 90	146,304 76	532,578 20	6,816 14	47,150 44
" " (Canada Atlantic)	2,539 54			12,896 65	4,108 88	25,718 55	383 32	8,750 59
Grand Trunk Pacific	29,601 71		78,940 27	28,450 87	2,056 08	108,686 78	1,340 16	2,323 59
Halifax & South Western	153 29		7,347 04	2,376 96	2 03	580 50	4 00	4,511 60
Hereford	50			646 15	65,45	1,079 63		26 93
Inverness Railway & Coal Co	120 51			232 08		19 29 Cr.		40 00
Irondale, Bancroft & Ottawa	7 50			239 97	1 63	2 74		60 00
International of New Brunswick				701 76	9,025 39	179 64	24 35	
Kent Northern	200 00			40 00				
Kettle Valley				15 60	15 43			

Klondike Mines					254 00			
Lotbiniere & Megantic					117 09	3 25	106 81	
London & Port Stanley	307 88			1,123 50	17 33	2,560 91	58 48	50 42
Maine Central				91 04	8 73	148 73		
Manitoba Great Northern	123 19			191 85	204 74	314 23	Cr. 61	4 29
Maritime Coal Railway & Power Co	34 67			98 20		53 34		
Massawippi Valley	277 56			398 33	212 51	234 42	61 94	29 56
Moncton & Buctouche				87 71	451 48	113 10		
Midland Railway Co. of Manitoba	1,446 76			2,298 51	1,186 75	3,087 93	19 01	2,269 05
Montreal & Atlantic				5,297 80	198 86	8,760 18		724 20
Montreal & Province Line	148 80			450 86	69 74	1,321 21		71 95
Montreal & Vermont Junction	260 26			1,132 96		665 64	1 31	Cr. 1 00
Morrissey, Fernie & Michel					3,499 09			
National Transcontinental, Operated by Can. Government Railways	2 99			291 73		24 32		
Napierville Junction	8 13			839 50	14 55	2,723 85	9 31	495 40
Nelson & Fort Sheppard	2,729 85			255 27	230 59	132 54	Cr. 2 52	1,287 51
New Brunswick Coal & Railway Co						367 66		140 50
New Brunswick & Prince Edward Island								
New Westminster Southern	38 76			114 57	61 08	257 20	Cr. 46	2 16
Northern New Brunswick & Seaboard					34 84			
North Shore								
Ottawa & New York	2,092 86			2,348 08	217 92	633 56	145 00	275 89
Pere Marquette	3,974 13	19,400 17		9,566 00	263 33	45,791 03	233 62	3,349 30
Quebec Central	4,079 75			5,484 06	16,592 59	3,097 66	263 23	87 25
Quebec & Lake St. John				3,519 78	422 91	2,108 32	Cr. 30 65	23 00
Quebec, Montreal & Southern	272 70			4,031 80	Cr. 417 08	3,066 77	37 35	2,643 08
Quebec Oriental				170 00	539 61	326 06	30 00	
Quebec Railway, Light & Power Co				922 60	31 37	71 79		51 41
Roberval-Saguenay				286 23	57 86	20 40		1 00
Red Mountain	9 11			42 67	41 86	13 76		13 17
Rutland & Noyan	6 99			49 64	3 75	83 35	1 45	3 91
Salisbury & Albert				130 20	59 13	25 97		
Schomberg & Aurora					14 25			
Stanstead, Shefford & Chambly	216 02			412 59	167 41	1,213 68	52	723 75
St. Clair Tunnel					2,332 74			
St. Lawrence & Adirondack	57 94			2,050 12	372 19	3,358 29	60 30	326 12
St. Martins	95 51			83 63	332 94			
Sydney & Louisburg	1,121 44			2,235 60	11,139 02	518 62		
Temiscouata				1,417 99	43 22	176 37		
Temiskaming & Northern Ontario	2,213 76			8,775 00	497 14	2,026 61	226 50	
Thousand Islands			336 00	156 05	10 00	3 21		
Toronto, Hamilton & Buffalo	996 48			8,498 74	565 74	9,882 51	51 61	3,133 95
Vancouver, Victoria & Eastern	1,838 71	21,987 46		1,451 65	11,922 67	3,776 68	146 02	444 79
Victoria Terminal Railway & Ferry Co						10 57		90
Victoria & Sidney, B.C						174 13		14 10
Wabash (in Canada)	1,847 18			4,952 11	9,391 61	45,399 46	302 79	3,642 59
Wellington Colliery Co					1,600 00			
York & Carleton				15 25				
Final total	385,370 95	495,151 55	86,623 31	887,745 65	383,084 35	2,700,965 60	26,873 29	359,377 56

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Transportation Expenses—*Continued.*				General Expenses			
	Damage to Stock on Right of Way.	Injuries to Persons.	Operating Joint Tracks—Dr.	Operating Joint Tracks—Cr.	Total Transportation Expenses.	Salaries and Expenses of General Officers.	Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	19 44	1 20			367,050 62	9,709 58	6,897 83	3,824 30
Algoma Eastern	4 50	34 00			50,347 17	1,582 21	1,128 55	653 76
Atlantic, Quebec & Western		37 50			50,851 28	9,077 56	1,688 75	39 48
Bay of Quinte		1,124 41	7,800 00	7,386 00	122,029 62	338 80	4,412 30	537 38
Badlington & Nelson		4 00			770 96	48 69	67 66	
Brandon, Saskatchewan & Hudson Bay	537 59	45 13			51,244 95	551 94	1,383 40	110 83
British Yukon		24			40,827 52	5,695 30	4,193 82	1,428 50
Brockville, Westport & North Western		5 00			26,135 90	786 00	1,532 00	443 31
Canada & Gulf Terminal			1,189 13		19,158 05	1,803 56		3,199 13
Canada Southern	1,442 21	45,268 50	28,674 80	32,349 51	3,518,851 95	33,381 16	89,844 28	7,400 24
Canadian Government Ry. (Intercolonial)	4,089 97	14,493 50	13,615 77		7,191,476 68	32,976 14	134,231 51	4,974 38
" " (P.E. Island)	97 16	3 90			294,931 12	5,051 40	5,499 16	66 10
Canadian Northern	10,702 94	66,388 29		5,601 13	9,183,995 75	62,290 35	233,461 04	37,425 80
" " Ontario	719 52	12,412 27	30,214 55	3,483 50	815,001 11	5,916 97	24,994 00	8,084 60
" " Quebec	1,093 06	7,526 77	3,300 00	300 00	815,057 27	5,533 78	16,656 28	2,224 70
Canadian Pacific	50,441 72	429,775 45	32,303 93	14,972 50	42,250,286 37	563,845 90	737,581 59	244,935 55
Cape Breton					9,393 78	2,691 35		
Caraquet	20 00				33,184 34	5,205 52	600 00	158 00
Central Ontario	255 00	855 60	3,462 25		193,536 06	3,544 05	7,276 03	678 89
Crow's Nest Southern	81 68	344 03			74,188 21	940 08	2,129 46	154 42
Cumberland					43,715 63	810 00	463 76	919 07
Dominion Atlantic	291 76	469 00			397,298 81	10,062 76	14,612 80	1,131 82
Eastern British Columbia					13,344 02		766 55	
Elgin & Havelock					3,591 35	175 55		
Essex Terminal					13,906 26	551 85		522 46
Esquimalt & Nanaimo	102 30	801 77			252,317 23	40 30		192 02
Fredericton & Grand Lake Coal & Ry. Co.					19,067 23	852 75	1,052 31	
Grand Trunk	18,553 90	135,768 80	8,261 25	175,579 45	15,434,356 07	200,917 30	359,527 43	41,388 52
" " (Canada Atlantic)	1,969 30	8,128 94	680 00	1,513 28	1,362,435 38	12,361 94	34,404 46	1,499 58
Grand Trunk Pacific	4,566 53	13,616 09	3,708 41		3,466,534 10	55,552 82	62,439 18	18,215 62
Halifax & South Western	20 00	55 00			289,656 56	6,522 37	10,111 94	1,867 53
Hereford	4 20	25			73,266 42	929 55	2,235 56	184 24
Inverness Railway Coal Co.	101 50				50,564 00	936 77	3,432 75	437 58
Irondale, Bancroft & Ottawa					13,744 12	185 29	1,392 60	442 87
International of New Brunswick					59,837 32	6,931 57	3,536 12	301 25
Kent Northern					8,871 24	375 00	150 00	50 00
Kettle Valley					1,675 65	330 00	90 00	20 17

Klondike Mines					25,317 00	8,054 75	1,450 50	856 95
Lotbinière & Megantic			10 00	570 64	9,090 38	1,501 00	1,341 42	224 95
London & Port Stanley	36 10	722 39	14 78	2,671 88	109,562 04	1,352 52	3,963 51	313 40
Maine Central					8,827 80	143 55	327 25	27 09
Manitoba Great Northern	118 06	69 87			36,382 17	395 71	1,020 90	75 14
Maritime Coal Railway & Power Co	30 00				24,595 36	1,320 00	600 00	33 00
Massawippi Valley	145 50	513 06	650 54	78 63	113,087 24	1,343 84	6,425 95	18 21
Moncton & Buctouche					15,479 11	2,062 00		480 54
Midland Railway Co. of Manitoba	347 73	5,538 74	17,957 43		251,158 55	2,070 77	5,701 59	406 24
Montreal & Atlantics	338 75	4,651 07	495 15		514,773 41		30,942 91	
Montreal & Province Line	446 75	18,014 32			42,697 18	298 24	827 65	43 40
Montreal & Vermont Junction	347 63	548 16			38,738 45	814 83	1,998 39	110 85
Morrissey & Michel					63,241 03	4,394 99	1,025 00	
National Transcontinental, Operated by Can. Government Railways	25 00				49,376 60	276 61	126 33	
Napierville Junction		2,245 06			36,116 21	274 53	876 92	88 50
Nelson & Fort Sheppard	1,034 35	124 15			39,082 58	626 63	1,263 75	105 07
New Brunswick Coal & Railway Co					24,348 80	1,633 92	1,202 80	
New Brunswick & Prince Edward Island	112 00				16,150 73	1,500 00	400 00	
New Westminster Southern	11 75	307 69			11,640 59	250 82	638 04	69 27
Northern New Brunswick & Seaboard					6,812 19	600 00		120 45
North Shore					899 57			18 31
Ottawa & New York	118 95	132 87	3,595 24		120,121 31	1,173 88	3,880 72	568 95
Pere Marquette	1,630 02	4,352 18	23,352 61	348 50	846,621 07	11,550 79	36,794 73	2,669 34
Quebec Central	522 05	5,352 52	15,780 88		625,738 98	16,075 99	12,547 95	4,762 19
Quebec & Lake St. John	54 80	1,756 60	300 00	300 00	420,774 76	4,133 42	12,613 48	1,497 84
Quebec, Montreal & Southern	47 00	1,199 15		3,439 70	178,468 05	2,182 56	8,243 03	1,074 75
Quebec Oriental	95 20	500 00			61,905 64	10,339 51	1,699 50	116 67
Quebec Railway, Light & Power Co	44 77	4 76			34,447 55	934 69	2,989 12	259 47
Roberval-Saguenay					18,639 30	991 00	1,168 55	298 57
Red Mountain	42 29	137 00			13,840 50	168 86	242 17	6 83
Rutland & Noyan	9 03	139 46	34 13	3 05	5,094 00	58 63	317 35	40 19
Salisbury & Albert	71 00				14,118 69	1,310 15		32 50
Schomberg & Aurora		101 10			7,207 31		80 00	55 84
Stanstead, Shefford & Chambly	125 00	1,106 50			38,319 69	327 01	815 18	43 30
St. Clair Tunnel					72,561 19			
St. Lawrence & Adirondack	485 19	4,516 55	6,938 02		338,480 98	1,560 73	7,089 36	1,540 45
St. Martins					6,894 72	360 00	355 00	18 50
Sydney & Louisburg	165 00	480 69			273,615 48	2,208 85	5,710 68	17,745 57
Temiscouata	170 00				97,443 33	9,597 79	1,854 40	628 14
Temiskaming & Northern Ontario	288 36	3,179 80			666,907 21	19,317 66	35,428 83	6,454 41
Thousand Islands					14,979 37	2,163 49	697 76	665 13
Toronto, Hamilton & Buffalo	943 80	7,732 13	9,271 55		554,900 33	17,761 53	15,695 61	1,068 54
Vancouver, Victoria & Eastern	1,481 46	4,183 57			370,756 84	3,167 76	7,628 94	508 92
Victoria Terminal Railway & Ferry Co	15 12	1 29			1,620 36	188 41		18 64
Victoria & Sidney, B.C	236 88	20 21			25,516 35		2,962 99	340 04
Wabash (in Canada)	1,462 54	35,442 74	131,578 33	15 51	1,222,750 77	11,155 96	41,682 66	6,463 50
Wellington Colliery Co					45,159 22			
York & Carleton					2,306 64			
Final total	106,015 46	840,162 37	343,188 75	248,613 28	94,119,066 73	994,147 54	2,028,394 04	433,381 75

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Continued.*

Name of Railway.	GENERAL EXPENSES—*Continued.*								
	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.	General Administration—Joint Tracks, Yards and Terminals. Dr.	General Administration—Joint Tracks, Yards and Terminals. Cr.	Total General Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	2,386 84	61,151 87	277 13		1,287 07	17,693 37			103,227 99
Algoma Eastern	931 61	1,257 31	63 38		302 00	1,944 41			7,863 23
Atlantic, Quebec & Western	625 00	457 15			172 00	313 89			12,373 83
Bay of Quinte	482 25	1,727 51			362 71	335 89			8,196 84
Bedlington & Nelson	538 18	111 98							766 51
Brandon, Saskatchewan & Hudson Bay	1,408 70	1,072 66		3 26	148 04	201 14			4,879 97
British Yukon	94 40	1,763 41			321 68	707 12			14,204 23
Brockville, Westport & North Western	513 56	455 23			53 77	47 42			3,831 29
Canada & Gulf Terminal	530 25	312 42			14 00				5,859 36
Canada Southern	31,786 12	3,838 16		10,260 39	11,043 64	4,084 07	222 16		191,830 22
Canadian Government Rys. (Intercolonial)	10,509 83		9,400 00	96,110 49	22,693 12	8,064 46			318,959 93
" " (P.E. Island)	109 55		550 00	5,325 71	169 60	6 46			16,777 98
Canadian Northern	61,115 92	218,875 77			29,034 64	96,530 38	6,725 74	2,104 98	743,354 66
" " Ontario	3,016 79	18,461 21			3,155 88	1,657 14			65,286 59
" " Quebec	9,433 43	10,460 11			1,677 46	8,053 70			54,039 46
Canadian Pacific	364,196 01	608,054 93			115,871 70	346,722 46			2,781 206 14
Cape Breton		404 91			161 17	27 00			3,284 43
Caraquet		627 20			140 00	1,786 08			8,516 80
Central Ontario	52 39	1,349 15			442 83	893 37			14,236 71
Crow's Nest Southern	2,836 96	1,530 05		4 31	215 33	272 92			8,083 53
Cumberland		471 98	407 00			195 97			3,267 78
Dominion Atlantic	3,852 24	3,044 18		4,467 88	2,506 43	1,033 22			40,711 33
Eastern British Columbia		230 28			23 60	25 00			1,045 43
Elgin & Havelock		43 50			26 30	81 75			327 10
Essex Terminal	877 38	143 00			72 10	1,242 20			3,408 99
Esquimalt & Nanaimo	506 80	4,630 98			114 30	734 63			6,219 03
Fredericton & Grand Lake Coal & Ry. Co.					576 15	3,487 65			5,968 86
Grand Trunk	105,980 73	165,371 48	11,884 38	101,890 73	61,713 09	69,477 54	20,313 43	16,662 35	1,121,802 28
" " (Canada Atlantic)	4,924 92	13,000 00		1,000 00	4,992 13	601 84			72,784 87
Grand Trunk Pacific	20,765 01	27,794 88			11,045 02	14,077 83	368 37		210,258 73
Halifax & South Western	1,737 91	4,642 81			579 81	667 97			26,130 34
Hereford	670 26	689 46		163 68	293 78	204 87			5,371 40
Inverness Railway Coal Co	84 08	1,032 97			429 81	340 50			6,694 46
Irondale, Bancroft & Ottawa		105 51			90 84	66 51			2,283 62
International of New Brunswick	152 00	905 75			201 26				12,027 95
Kent Northern					20 00	50 00			645 00
Kettle Valley						189 30			629 47

Klondike Mines	154 25	450 00			14 00	562 51			11,542 96
Lotbinière & Megantic		1,090 74			51 66	16 51			4 226 28
London & Port Stanley	1,398 91	690 41			365 26	250 80		104 66	8,230 15
Maine Central	143 62				43 11	33 57			718 19
Manitoba Great Northern	1,666 22	970 44		2 22	107 77	136 43	18 65		4,393 48
Maritime Coal Railway & Power Co		320 00			74 02	200 00			2,547 02
Massawippi Valley	2,028 15	1,292 48				1 50			11,110 13
Moncton & Buctouche					87 72				2,630 26
Midland Railway of Manitoba	3,372 23	1,757 87		5 18	630 93	1,088 07	858 87		15,891 75
Montreal & Atlantic	536 42	2,261 40							33,740 73
Montreal & Province Line	746 86	316 42			171 91	24 66			2,429 14
Montreal & Vermont Junction	325 06	791 10			429 80	62 32			4,532 35
Morrissey, Fernie & Michel		1,201 00	2,447 83		600 20	468 67	11,764 80		21,902 49
National Transcontinental, Operated by Can. Government Railways					11 70				414 64
Napierville Junction	1,206 53	75 00			200 40	462 03			3,183 91
Nelson & Fort Sheppard	2,147 61	579 51		2 88	131 71	186 47			5,043 63
New Brunswick Coal & Railway Co		270 00			816 50	2,532 80			6,456 02
New Brunswick & Prince Edward Island						1,293 78			3,193 78
New Westminster Southern	803 42	493 00		1 02	58 03	68 09			2,381 69
Northern New Brunswick & Seaboard		917 77			10 80	386 09			2 035 11
North Shore									18 31
Ottawa & New York	1,994 95	772 60		4 36	447 92	298 26			9,141 64
Pere Marquette	11,900 31	5,742 28			3,115 51	2,154 85			73,927 81
Quebec Central	263 45	7,200 00			1,069 86	21,856 65			63,776 09
Quebec & Lake St. John	3,733 59	4,840 44			1,354 32	17,674 44			45,847 53
Quebec, Montreal & Southern	3,570 37	2,017 51			642 58	688 48			18,419 28
Quebec Oriental		224 27			220 00	570 43			13,170 38
Quebec Railway, Light & Power Co	159 72	1,060 39			246 17	2,646 82			8,296 38
Roberval-Saguenay	72 62				127 30	156 65			2,814 69
Red Mountain	407 31	389 06		20	18 30	11 11			1,243 84
Rutland & Novan	95 32	96 08			30 57	17 90			656 04
Salisbury & Albert	129 20	54 50			1 50	1,710 65			3,238 50
Schomberg & Aurora					31 13				166 97
Stanstead, Shefford & Chambly	613 12	316 42			171 91	29 54			2,316 48
St. Clair Tunnel		3,135 85				153 60			3,289 45
St. Lawrence & Adirondack	2,390 66	472 81		30 35	526 86	222 66			13,833 88
St. Martins		75 50			20 00	147 56			976 56
Sydney & Louisburg	28 00	2,103 73	1,868 00			1,031 05			30,695 88
Temiscouata	527 80	1,234 32			530 70	3,804 65	540 00		18,717 80
Temiskaming & Northern Ontario	4,774 06	38,035 60			3,472 33	1,273 45		1,367 78	107,388 56
Thousand Islands	18 00	417 76			89 96	25 00			4,077 10
Toronto, Hamilton & Buffalo	5,802 41	2,540 65			1,231 62	823 49			44,923 85
Vancouver, Victoria & Eastern	9,246 98	8,993 18		15 66	759 03	962 19			31,282 66
Victoria Terminal Railway & Ferry Co	6 21	36 86			61 28				311 40
Victoria & Sidney, B.C	97 37	577 60			945 53				4,923 53
Wabash (in Canada)	14,004 96	3,629 85			2,667 07	3,221 10	23,678 21	905 94	105,597 37
Wellington Colliery Co									
York & Carleton		20 00							20 00
Final total	704,484 81	1,251,482 21	26,897 72	219,288 32	291,538 23	649,072 89	64,490 23	21,145 71	6,642,032 03

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1914—*Concluded.*

Name of Railway.	Recapitulation of Expenses.						
	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	Ratios of Operating Expenses to Operating Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	%
Algoma Central & Hudson Bay	157,302 53	103,587 04	6,360 83	367,050 62	103,227 99	737,529 01	77·19
Algoma Eastern	25,002 31	23,241 02	1,138 45	50,347 17	7,863 23	107,592 18	58·73
Atlantic, Quebec & Western	26,104 43	16,146 36		50,851 28	12,373 83	105,475 90	158 17
Bay of Quinte	49,686 64	23,187 39	3,137 94	122,029 62	8,196 84	206,238 43	101·90
Bedlington & Nelson	9,315 83	432 30		770 96	766 51	11,285 60	1,348·38
Brandon, Saskatchewan & Hudson Bay	51,906 52	10,256 60	3,944 07	51,244 95	4,879 97	122,232 11	202·55
British Yukon	19,644 51	9,334 09	8,340 63	40,827 52	14,204 23	92,320 98	44·03
Brockville, Westport & North Western	46,721 80	6,796 16	1,092 67	26,135 90	3,831 29	84,577 82	119·55
Canada & Gulf Terminal	7,727 12	2,293 20		19,158 05	5,859 36	35,037 73	75·82
Canada Southern	957,452 60	1,339,119 49	219,425 82	3,518,851 95	191,830 22	6,226,680 08	58·67
Canadian Government Ry. (Intercolonial	2,118,438 46	2,791,241 53	281,562 58	7,191,476 68	318,959 93	12,701,679 18	102·34
" " (P.E. Island)	153,263 84	96,350 49	7,697 39	244,931 12	16,777 98	369,020 82	137·14
Canadian Northern	3,191,805 44	2,779,374 06	450,413 67	9,183,995 75	743,354 66	16,348,943 58	68·75
" " Ontario	393,539 55	254,627 51	33,908 03	815,001 11	65,286 59	1,562,362 79	106·99
" " Quebec	342,638 48	230,169 46	40,275 81	815,057 27	54,039 46	1,482,180 48	88·66
Canadian Pacific	16,426,582 05	16,617,247 21	3,626,612 08	42,250,286 37	2,781,206 14	81,701,933 85	68·22
Cape Breton	8,066 31	3,176 43	56 00	9,393 78	3,284 43	23,976 95	209·58
Caraquet	18,225 70	7,251 22	1,189 42	33,184 34	8,516 80	68,407 48	91·61
Central Ontario	92,850 63	41,301 08	4,335 17	193,536 06	14,236 71	346,259 65	99·56
Crow's Nest Southern	116,513 70	39,151 93	5,588 76	74,188 21	8,083 53	243,426 13	179·35
Cumberland	22,164 49	4,816 46	92 80	43,715 63	3,267 78	74,057 16	68·94
Dominion Atlantic	220,981 47	105,331 65	24,217 23	397,298 81	40,711 33	788,540 49	80·42
Eastern British Columbia	7,770 66	4,854 31	251 27	13,344 02	1,045 13	27,265 69	58·01
Elgin & Havelock	5,075 73	354 47		3,591 35	327 10	9,348 65	89·97
Essex Terminal	13,919 01	2,887 66	177 50	13,906 26	3,408 99	34,299 42	65·48
Esquimalt & Nanaimo	136,969 83	105,969 15	192 43	252,317 23	6,219 03	501,667 67	59·59
Fredericton & Grand Lake Coal & Ry. Co	9,778 68	8,506 35	20 00	19,067 23	5,968 86	43,341 12	86·77
Grand Trunk	4,301,747 21	6,295,654 98	1,197,479 50	15,434,356 07	1,121,802 28	28,351,040 04	72·30
" " (Canada Atlantic)	530,252 52	342,087 19	105,461 16	1,362,435 38	72,784 87	2,413,021 12	101·26
Grand Trunk Pacific	1,701,321 47	2,072,012 79	141,020 58	3,466,534 10	210,258 73	7,591,147 67	92·03
Halifax & South Western	151,442 58	47,524 28	12,883 20	289,656 56	26,130 34	527,636 96	94·04
Hereford	47,110 08	29,881 48	3,022 10	73,266 42	5,371 40	158,651 48	129·19
Inverness Railway & Coal Co	37,998 64	26,901 22	428 64	50,564 00	6,694 46	122,586 96	57·57
Irondale, Bancroft & Ottawa	14,688 24	4,890 58	899 72	13,744 12	2,283 62	36,506 28	112·90
International of New Brunswick	26,772 81	16,152 19	2,304 75	59,837 32	12,027 95	117,095 02	89·83
Kent Northern	7,090 05	3,725 00		8,871 24	645 00	20,331 29	100·41
Kettle Valley	9,682 45		178 81	1,675 65	629 47	12,166 38	166·61

Klondike Mines	11,807 89	3,395 73	55 00	25,317 00	11,542 96	52,118 58	46·46
Lotbinière & Megantic	9,471 07	4,681 28	103 16	9,090 38	4,226 28	27,572 17	91·12
London Port Stanley	25,088 89	31,257 03	6,777 00	109,562 04	8,230 15	180,915 11	133·18
Maine Central	2,106 46	2,265 09	464 73	8,827 80	718 19	14,382 27	79·54
Manitoba Great Northern	60,869 17	8,961 45	2,583 88	36,382 17	4,393 48	113,190 15	256·80
Maritime Coal Railway & Power Co	15,303 88	5,367 80		24,595 36	2,547 02	47,814 06	67·11
Massawippi Valley	56,479 26	42,450 20	4,179 15	113,087 24	11,110 13	227,305 98	107·12
Moncton & Buctouche	11,630 50	2,052 87		15,479 11	2,630 26	31,303 74	105·17
Midland Railway Co. of Manitoba	119,217 80	48,042 83	14,518 77	251,158 55	15,891 75	448,829 70	137·71
Montreal & Atlantic	365,129 70	115,883 19	7,631 89	514,773 41	33,740 73	1,037,158 92	101·81
Montreal & Province Line	52,215 12	4,876 59	1,237 58	42,697 18	2,429 14	103,455 61	75·19
Montreal & Vermont Junction	29,721 93	10,386 63	3,662 03	38,738 45	4,532 35	87,041 39	65·80
Morrissey, Fernie & Michel	13,915 71	28,393 12		63,241 03	21,902 49	127,452 35	84·88
National Transcontinental, Operated by Can. Government Railways	54,069 49	3,641 42	203 65	49,376 60	414 64	107,705 80	143·49
Napierville Junction	9,885 53	6,349 87	720 02	36,116 21	3,183 91	56,255 54	53·55
Nelson & Fort Sheppard	62,254 30	7,207 11	3,388 60	39,082 58	5,043 63	116,976 22	176·35
New Brunswick Coal & Railway Co	29,998 66	17,523 28	4 00	24,348 80	6,456 02	78,330 76	141 24
New Brunswick & Prince Edward Island	14,303 58	7,696 84		16,150 73	3,193 78	41,344 93	89·19
New Westminster Southern	13,316 80	3,229 42	1,374 96	11,640 59	2,381 69	31,943 46	67·50
Northern New Brunswick & Seaboard	3 775 95	996 81	1,115 00	6,812 19	2,035 11	14,735 06	68·55
North Shore	70 96			899 57	18 31	988 84	119·88
Ottawa & New York	88,582 11	37,056 47	7,259 96	120,121 31	9,141 64	262,161 49	100 78
Pere Marquette	243,456 72	578,323 05	62,163 58	846,621 07	73,927 81	1,804,492 23	76·40
Quebec Central	198,315 31	176,794 89	28,838 59	625,738 98	63,776 09	1,093,463 86	69·73
Quebec & Lake St. John	221,276 60	129,485 64	28,430 37	420,774 76	45,847 53	845,814 90	90·48
Quebec, Montreal & Southern	184,173 07	145,098 07	7,491 98	178,468 05	18,419 28	533,650 45	129·64
Quebec Oriental	35,480 79	15,238 52		61,905 64	13,170 38	125,795 33	93 30
Quebec Railway, Light & Power Co	10,424 48	15,204 66	1,698 54	34,447 55	8,296 38	70,071 61	80·39
Roberval-Saguenay	8,695 62	6,083 48	538 25	18,639 30	2,814 69	36,771 34	115·08
Red Mountain	15,167 69	907 68	491 15	13,840 50	1,243 84	31,650 86	207·60
Rutland & Noyan	3,587 04	2,295 19	895 57	5,094 00	656 04	12,527 84	84·01
Salisbury & Albert	9,557 26	3,432 84		14,118 69	3,238 50	30,347 29	83·96
Schomberg & Aurora	6,544 02	314 23		7,207 31	166 97	14,232 53	101·62
Stanstead, Shefford & Chambly	49,440 22	6,532 49	1,390 35	38,319 69	2,316 48	97,999 23	108 93
St. Clair Tunnel	17,435 04	14,389 75		72,561 19	3,289 45	107,675 43	30·96
St. Lawrence & Adirondack	109,743 80	15,483 35	7,768 50	338,480 98	13,833 88	485,310 51	74·26
St. Martins	5,221 20	833 34	64 15	6,894 72	976 56	13,989 97	96·13
Sydney & Louisburg	101,544 24	172,277 62	2,486 40	273,615 48	30,695 88	580,619 62	71·93
Temiscouata	52,041 75	27,568 40	4,186 25	97,443 33	18,717 80	199,957 53	73·57
Temiskaming & Northern Ontario	440,322 84	260,934 17	18,234 93	666,907 21	107,388 56	1,493,787 71	87·15
Thousand Islands	7,712 42	2,660 36		14,979 37	4,077 10	29,429 25	72·33
Toronto, Hamilton & Buffalo	276,331 20	198,086 03	21,075 31	544,900 33	44,923 85	1,085,316 72	72·24
Vancouver, Victoria & Eastern	423,610 03	93,647 91	19,040 33	370,756 84	31,282 66	938,337 77	121·77
Victoria Terminal Railway & Ferry Co	909 27	282 51	65 78	1,620 36	311 40	3,189 32	65·41
Victoria & Sidney, B.C	45,824 07	4,467 79	1,136 27	25,516 35	4,923 53	81,868 01	144·98
Wabash (in Canada)	298,180 02	607,555 82	101,717 76	1,222 750 77	105,597 37	2,335,801 74	92·44
Wellington Colliery Co	19,782 75	39,637 97		45,159 22		104,579 94	
York & Carleton	1,199 24	205 75		2,306 64	20 00	3,731 63	65·72
Final total	35,292,226 82	36,375,330 87	6,546,602 45	94,119,066 73	6,642,032 03	178,975,258 90	73·61

TABLE 9.—INCOME ACCOUNT for

Number	Name of Railway.	Net		Outside Operations.			
		Operating. Revenue.	Operating. Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	217,846 53		2,103 41	2,163 09		59 68
2	Algoma Eastern	75,577 19					
3	Atlantic, Quebec & West'n		38,794 39				
4	Bay of Quinté		3,863 49				
5	Bedlington & Nelson		10,448 35				
6	Brandon, Sask. & Hudson Bay		61,886 82				
7	British Yukon	117,360 44					
8	Brockville, Westport & North Western		13,834 85				
9	Canada & Gulf Terminal	11,174 19					
10	Canada Southern	4,386,930 86		125,684 46	109,227 39	16,457 07	
11	Canadian Govt. Railways: Intercolonial		291,270 71				
12	" Prince Edward Island		154,109 47				
13	Canadian Northern	7,432,385 26					
14	" " Ontario		102,075 93				
15	" " Quebec	189,542 79					
16	Canadian Pacific	38,052,108 50		23,168,600 35	19,196,771 16	3,971,829 19	
17	Cape Breton		12,536 80				
18	Caraquet	6,264 67					
19	Central Ontario	1,500 34					
20	Crow's Nest Southern		107,695 85				
21	Cumberland Ry. & Coal Co	33,361 90					
22	Detroit River Tunnel		92,645 13				
23	Dominion Atlantic	192,019 81		35,133 29	47,083 19		11,949 90
24	Eastern B.C.	19,734 23					
25	Elgin & Havelock	1,042 49					
26	Essex Terminal	18,079 55					
27	Esquimalt & Nanaimo	340,165 94					
28	Fredericton & Grand Lake	6,606 36					
29	Grand Trunk	10,862,138 26		258,736 83	258,921 91		185 08
30	" " Can. Atlantic		29,993 07				
31	Grand Trunk Pacific	653,445 46		285,587 46	163,276 17	122,311 29	
32	Halifax & South Western	33,415 83					
33	Hereford		35,850 31	813 09	952 25		139 16
34	International Bridge Co	390,688 73					
35	Inverness Ry. & Coal Co	90,324 65					
36	International of New Brunswick	13,244 06					
37	Irondale, Bancroft & Otta'a		4,173 40				
38	Kent Northern		83 44				
39	Kettle Valley		4,864 12				
40	Klondike Mines	60,057 32					
41	London & Port Stanley		45,073 37				
42	Lotbinière & Megantic	2,687 30					
43	Maine Central	3,699 84					
44	Manitoba Great Northern		69,112 56				
45	Maritime Coal, Railway & Power Co	23,430 03					
46	Massawippi Valley		15,016 44				
47	Midland of Manitoba		121,964 39				
48	Moncton & Buctouche		1,541 04				
49	Montreal & Atlantic		19,081 29				
50	Montreal & Province Line	34,132 65					
51	Montreal & Vermont Jct'n	45,231 70					
52	Morrissey, Fernie & Michel	22,692 05					
53	National Transcontinental		32,638 11				
54	Napierville Junction	48,798 58					
55	Nelson & Fort Sheppard		50,644 65				
56	New Brunswick Coal & Ry Co		22,872 02				

the Year ending June 30, 1914.

Total.		Taxes Deduction.	Total Operating.		Other Income from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
217,786 85		14,830 77	202,956 08		35,702 31	238,658 39		1
75,577 19		588 74	74,988 45		28 59	75,017 04		2
	38,794 39			38,794 39	120 00		38,674 39	3
	3,863 49	3,241 91		7,105 40			7,105 40	4
	10,448 35	1,613 91		12,062 26			12,062 26	5
	61,886 82	1,493 53		63,380 35	551 65		62,828 70	6
117,360 44		6,816 20	110,544 24		16,012 60	126,556 84		7
	13,834 85	1,182 64		15,017 49			15,017 49	8
11,174 19			11,174 19			11,174 19		9
4,403,387 93		41,430 94	4,361,956 99		305,066 39	4,667,023 38		10
	291,270 71			291,270 71	280,375 46		10,895 25	11
	154,109 47			154,109 47	123 40		153,986 07	12
7,432,385 26		303,346 01	7,129,039 25		216,141 01	7,345,180 26		13
	102,075 93	34,467 29		136,543 22	53,660 73		82,882 49	14
189,542 79		14,966 83	174,575 96			174,575 96		15
42,023,937 69		1,540,897 79	40,483,039 90		8,184,841 30	48,667,881 20		16
	12,536 80			12,536 80			12,536 80	17
6,264 67			6,264 67			6,264 67		18
1,500 34		3,627 25		2,126 91			2,126 91	19
	107,695 85	8,163 31		115,859 16	219 08		115,640 08	20
33,361 90			33,361 90			33,361 90		21
	92,645 13	24,053 53		116,698 66	774,998 00	658,299 34		22
180,069 91		482 18	179,587 73		28,500 00	208,087 73		23
19,734 23		1,488 36	18,245 87			18,245 87		24
1,042 49			1,042 49			1,042 49		25
18,079 55			18,079 55			18,079 55		26
340,165 94		25,380 00	314,785 94			314,785 94		27
6,606 36			6,606 36			6,606 36		28
10,861,953 18		464,832 10	10,397,121 08		2,994,763 73	13,391,884 81		29
	29,993 07	37,247 42		67,240 49	152 48		67,088 01	30
775,756 75			775,756 75			775,756 75		31
33,415 83		25 00	33,390 83			33,390 83		32
	35,989 47	1,751 44		37,740 91	1,396 46		36,344 45	33
390,688 73		24,317 03	366,371 70		1,183 33	367,555 03		34
90,324 65			90,324 65			90,324 65		35
13,244 06			13,244 06		1,461 60	14,705 66		36
	4,173 40	937 06		5,110 46			5,110 46	37
	83 44			83 44			83 44	38
	4,864 12			4,864 12			4,864 12	39
60,057 32		1,500 00	58,557 32			58,557 32		40
	45,073 37	5,152 96		50,226 33	4,697 12		45,529 21	41
2,687 30		1,421 72	1,265 58			1,265 58		42
3,699 84			3,699 84		91 86	3,791 70		43
	69,112 56	801 67		69,914 23	511 40		69,402 83	44
23,430 03			23,430 03			23,430 03		45
	15,106 44	2,445 70		17,552 14	1,304 88		16,247 26	46
	121,964 39	29,739 26		151,703 65	20,414 80		131,288 85	47
	1,541 04			1,541 04			1,541 04	48
	19,081 29	22,909 02		41,990 31	1,400 00		40,590 31	49
34,132 65		2,915 00	31,217 65		22,940 00	54,157 65		50
45,231 70		267 90	44,963 80		233 50	45,197 30		51
22,692 05		85 10	22,606 95		65 88	22,672 83		52
	32,638 11			32,638 11			32,638 11	53
48,798 58		964 78	47,833 80		506 25	48,340 05		54
	50,644 65	5,674 92		56,319 57	48 00		56,271 57	55
	22,872 02			22,872 02			22,872 02	56

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	NET.		OUTSIDE OPERATIONS.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57	New Brunswick & P. E. Island	5,008 28					
58	New Westminster Southern	15,380 92					
59	North Shore		163 66				
60	Northern New Brunswick & Seaboard	6,759 18					
61	Ottawa & New York		2,038 17				
62	Père Marquette, in Canada	557,533 35					
63	Quebec Central	474,556 74					
64	Quebec Oriental	9,029 78					
65	Quebec Ry., Light and Power Co	17,088 00					
66	Quebec & Lake St. John	88,962 31					
67	Quebec, Montreal & South'n		122,014 51				
68	Roberval & Saguenay		4,820 48				
69	Red Mountain		16,404 59				
70	Rutland & Novan	2,384 24					
71	Salisbury & Albert	5,793 55					
72	Schomberg & Aurora		227 49				
73	Stanstead, Shefford and Chambly		8,038 52				
74	St. Clair Tunnel	240,095 07					
75	St. Lawrence & Adirondack	168,227 90					
76	St. Martins	561 93					
77	Sydney & Louisburg	226,547 73					
78	Temiscouata	71,819 15					
79	Temiskaming & Northern Ontario	196,901 05		4,334 56	6,364 12		2,029 56
80	Thousand Islands	11,254 33					
81	Toronto, Hamilton and Buffalo	417,014 98					
82	Vancouver, Victoria and Eastern		167,743 42				
83	Victoria & Sidney		25,399 64	1,148 45	44 34	1,104 11	
84	Victoria Terminal Ry. and Ferry Co	1,686 72					
85	Wellington Colliery Co						
86	Wabash in Canada	191,095 65					
87	York & Carleton	1,945 85					
	Total	66,095,334 22	1,689,010 48	23,882,141 90	19,784,803 62	4,111,701,66	14,363 38

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Year ending June 30, 1914—*Continued.*

Total.			Total Operating.		Other Income from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.	Taxes Deduction.	Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
5,008 28			5,008 28			5,008 28		57
15,380 92		825 09	14,555 83		34 00	14,589 83		58
	163 66			163 66			163 66	59
6,759 18			6,759 18			6,759 18		60
	2,038 17	8,305 92		10,344 09	516 22		9,827 87	61
557,533 35			557,533 35		212,304 59	769,837 94		62
474,556 74		15,528 08	459,028 66		11,461 38	470,490 04		63
9,029 78		14 50	9,015 28		1,250 00	10,265 28		64
17,088 00			17,088 00			17,088 00		65
88,962 31		11,779 14	77,183 17		762 86	77,946 03		66
	122,014 51	8,395 29		130,409 80	228,524 16	98,114 36		67
	4,820 48			4,820 48			4,820 48	68
	16,404 59	1,121 76		17,526 35	55 59		17,470 76	69
2,384 24		12 00	2,372 24		4,000 00	6,372 24		70
5,793 55			5,793 55			5,793 55		71
	227 49	100 50		327 99			327 99	72
	8,038 52	360 00		8,398 52	160 00		8,238 52	73
240,095 07		31,813 11	208,281 96		2,094 00	210,375 96		74
168,227 90		3,471 02	164,756 88		503 11	165,259 99		75
561 93			561 93			561 93		76
226,547 73			226,547 73			226,547 73		77
71,819 15		3,941 36	67,877 79		2,945 65	70,823 44		78
194,871 49			194,871 49		106,238 11	301,109 60		79
11,254 33		38,43	11,215 90		449 08	11,664 98		80
417,014 98		8,496 79	408,518 19		102,942 21	511,460 40		81
	167,743 42	57,364 69		225,108 11	9,062 65		216,045 46	82
	24,295 53	1,439 42		25,734 95			25,734 95	83
1,686 72		2,265 39		578 67	216 39		362 28	84
								85
191,095 65			191,095 65			191,095 65		86
1,945 85			1,945 85			1,945 85		87
70,191,707 55	1,688,045 53	2,786,331 76	67,666,044 52	1,948,714 26	13,631,031 81	80,674,981 56	1,326,619 49	

TABLE 9.—INCOME ACCOUNT for the

Number.	Name of Railway.	DEDUCTIONS FROM		
		Rents accrued for lease of other roads.	Other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		128,762 19	
2	Algoma Eastern		6,926 00	
3	Atlantic, Quebec & Western		3,969 14	
4	Bay of Quinte		41,904 36	
5	Bedlington & Nelson		2,108 88	
6	Brandon, Saskatchewan & Hudson Bay		4,170 48	
7	British Yukon			
8	Brockville, Westport & North Western		4,397 88	
9	Canada & Gulf Terminal			
10	Canada Southern		2,057,814 04	
11	Canadian Government Railways: Intercolonial		124,227 36	
12	" " " Prince Edward Island			
13	Canadian Northern	251,460 00	14,614 51	
14	" " Ontario		825 00	
15	" " Quebec		248,445 90	
16	Canadian Pacific	2,422,123 98	115,592 89	
17	Cape Breton			
18	Caraquet			
19	Central Ontario		36,788 61	
20	Crow's Nest Southern		10,769 59	
21	Cumberland Railway & Coal Co			
22	Detroit River Tunnel			
23	Dominion Atlantic	85,541 08	67,867 68	
24	Eastern B.C		3,655 10	
25	Elgin & Havelock			
26	Essex Terminal			
27	Esquimalt & Nanaimo		35,677 77	
28	Fredericton & Grand Lake		12,530 40	
29	Grand Trunk	755,336 22	178,487 54	
30	" " (Canada Atlantic)	25,000 00	118,620 35	
31	Grand Trunk Pacific			
32	Halifax & South Western		9,296 88	
33	Hereford		360 00	
34	International Bridge Co			
35	Inverness Railway & Coal Co			
36	International of New Brunswick			
37	Irondale, Bancroft & Ottawa		2,586 30	
38	Kent Northern			
39	Kettle Valley		1,221 95	
40	Klondike Mines			
41	London & Port Stanley	24,901 68	20,544 14	
42	Lotbiniere & Megantic			
43	Maine Central			
44	Manitoba Great Northern		10,513 50	
45	Maritime Coal, Railway & Power Co		5,756 48	
46	Massawippi Valley	24,000 00	34,120 46	
47	Midland of Manitoba		73,839 89	
48	Moncton & Buctouche			
49	Montreal & Atlantic	33,120 00	27,676 14	
50	Montreal & Province Line		12,849 12	
51	Montreal & Vermont Junction		18,747 82	
52	Morrissey, Fernie & Michel			
53	National Transcontinental		21,267 88	
54	Napierville Junction		14,858 41	
55	Nelson & Fort Sheppard		5,831 86	
56	New Brunswick Coal & Railway Co			
57	New Brunswick & P.E. Island		4,693 05	
58	New Westminster Southern		3,438 83	
59	North Shore			
60	Northern New Brunswick & Seaboard			
61	Ottawa & New York		40,350 32	

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Year ending June 30, 1914—*Continued.*

Gross Corporate Income.					Net Corporate.		
Interest accrued on Funded Debt.	Other interest	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
390,690 00	6,542 99			525,995 18		287,336 79	1
39,340 45	16,107 83			62,374 28	12,642 76		2
				3,969 14		42,643,53	3
41,500 00	227 44			83,631 80		90,737 20	4
				2,108 88		14,171 14	5
				4,170 48		66,999 18	6
102,238 00	104 73		16,819 57	119,162 30	7,394 54		7
				4,397 88		19,415 37	8
					11,174 19		9
1,130,200 00	169,516 88			3,357,530 92	1,309,492 46		10
				124,227 36		135,122 61	11
						153,986 07	12
6,894,596 87				7,160,671 38	184,508 88		13
	1,755 97			2,580 97		85,463 46	14
349,839 76	29,868 62			628,154 28		453,578 32	15
870,828 97	14,027 75		10,400,000 00	13,822,573,59	34,845,307 61		16
						12,536 80	17
					6,264 67		18
48,666 66	12,749 93			98,205 20		100,332 11	19
				10,769 59		126,409 67	20
					33,361 90		21
315,000 00	25,885 13			340,885 13	317,414 21		22
233,054 94	368 13			386,831 83		178,744 10	23
				3,655 10	14,590 77		24
					1,042 49		25
					18,079 55		26
193 280 00				228,957 77	85,828 17		27
				12,530 40		5,924 04	28
6,428,650 17	284,294 44		2,081,160 93	9,727 929 30	3,663,955 51		29
640,003 68			9,740 90	793,364 93		860,452 94	30
					775.756 75		31
77,822 50	129,122 14			216,241 52		182,850 69	32
32,000 00			500 00	32,860 00		69,204 45	33
35,858 20				35,858 20	331,696 83		34
					90,324 65		35
					14,705 66		36
				2,586 30		7,696 76	37
1,920 00				1,920 00		2,003 44	38
				1,221 95		6,086 07	39
					58,557 32		40
				45,445 82		90,975 03	41
					1,265 58		42
	3,150 00			3,150 00	641 70		43
				10,513 50		79,916 33	44
				5,756 48	17,673 55		45
				58,120 46		74,367 72	46
				73,839 89		205,128 74	47
						1,541 04	48
52,650 00				113,446 14		154,036 45	49
8,000 00				20,849 12	33,308 53		50
			20,000 00	38,747 82	6,449 48		51
800 69				800 69	21,872 14		52
				21,267 88		53,905 99	53
	179 55			15,037 96	33,302 09		54
				5,831 86		62,103 43	55
						22,872 02	56
4,886 59				9,579 64		4,571 36	57
				3,438 83	11,151 00		58
700 00				700 00		863 66	59
					6.759 18		60
				40,350 32		50,178 19	61

TABLE 9.—INCOME ACCOUNT for the

Number.	Name of Railway.	Deductions from		
		Rents accrued for lease of other roads.	Other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
62	Pere Marquette, in Canada	171,352 75	205,323 61	
63	Quebec Central			
64	Quebec Oriental		14,771 53	
65	Quebec Railway, Light & Power Co.			
66	Quebec & Lake St. John		87,245 86	
67	Quebec, Montreal & Southern		1,055 00	
68	Roberval & Saguenay			
69	Red Mountain		190,27	
70	Rutland & Noyan			
71	Salisbury & Albert			
72	Schomberg & Aurora			
73	Stanstead, Shefford & Chambly		17,115 42	
74	St. Clair Tunnel			
75	St. Lawrence & Adirondack	10,000 00	164,071 81	
76	St. Martins			
77	Sydney & Louisburg			
78	Temiscouata		2,487 26	
79	Temiskaming & Northern Ontario		11,274 00	
80	Thousand Islands		2,583 58	
81	Toronto, Hamilton & Buffalo		49,989 08	
82	Vancouver, Victoria & Eastern		47,114 81	
83	Victoria & Sidney		8,275 40	
84	Victoria Terminal Railway & Ferry		497 66	
85	Wellington Colliery Co.			
86	Wabash, in Canada			
87	York & Carleton			
	Total	3,802,835 71	4,138,103 99	

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Gross Corporate Income.					Net Corporate.		
Interest accrued on Funded Debt.	Other interest	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
249,800 00				626,476 36	143,361 58		62
257,560 94				257,560 94	212,929 10		63
99,173 48				113,945 01		103,679 73	64
					17,088 00		65
174,760 38				262,006 24		184,060 21	66
268,419 88				269,474 88		171,360 52	67
			2,112 28	2,112 28		6,932 76	68
				190 27		17,661 03	69
4,000 00				4,000 00	2,372 24		70
					5,793 55		71
29,773 48				29,773 48		30,101 47	72
6,234 60				23,350 02		31,588 54	73
125,000 00				125,000 00	85,375 96		74
48,768 98				222,840 79		57,580 80	75
4,500 00	496 92			4,996 92		4,434 99	76
					226,547 73		77
12,166 66		9,733 33		24,387 25	46,436 19		78
				11,274 00	289,835 60		79
3,010 00				5,593 58	6,071 40		80
234,200 00	30,503 62			314,692 70	196,767 70		81
				47,114 81		263,160 27	82
15,000 00	4,640 63			27,916 03		53,650 98	83
				497 66		859 94	84
							85
					191,095 65		86
					1,945 85		87
19,424,895 88	729,542 70	9,733 33	12,530,333 68	40,635,445 29	43,340,142 72	4,627,22 9 4	

TABLE 9.—INCOME ACCOUNT for the

Number.	Name of Railway.	Disposal of Net		
		Dividends on		
		Common Stock.	Preferred Stock.	Total. Dividends.
		$ cts.	$ cts.	$ cts.
1	British Yukon			
2	Canada Southern	450,000 00		450,000 00
3	Canadian Pacific	23,000,000 00	9,837,173 48	32,837,173 48
4	Detroit River Tunnel	450,000,00		450,000 00
5	Dominion Atlantic			
6	Esquimalt & Nanaimo	125,000 00		125,000 00
7	Grand Trunk		2,828,183 29	2,828,183 29
8	International Bridge Co	120,000 00		120,000 00
9	Hereford	32,000 00		32,000 00
10	Quebec Central	135,264 12		135,264 12
11	Quebec Railway, Light & Power Co		52,500 00	52,500 00
12	Toronto, Hamilton & Buffalo	210,000 00		210,000 00
13	Balance: Railways not distributed			
	Total	24,522,264 12	12,717,856 77	37,240,120 89

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Year ending June 30, 1914—*Concluded.*

CORPORATE INCOME.

Additions and Betterments Charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements.	Total.	Balance to		
					Credit of Profit and Loss Account.	Debit of Profit and Loss Account.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	18,498 52	.....	.....	18,498 52	.....	11,103 98	1
.....	.....	.....	.....	450,000 00	859,492 46	.....	2
.....	.....	.....	.....	32,837,173 48	2,008,134 13	.....	3
.....	.....	.....	.....	450,000 00	.....	132,585 79	4
180,608 84	.....	.....	.....	180,608 84	.....	359,352 94	5
.....	.....	.....	.....	125,000 00	.....	39,171 83	6
.....	.....	.....	.....	2,828,183 29	835,772 22	.....	7
.....	.....	.....	.....	120,000 00	211,696 83	.....	8
5,336 59	.....	.....	.....	37,336 59	.....	106,541 04	9
.....	.....	.....	.....	135,264 12	77,664 98	.....	10
.....	.....	.....	.....	52,500 00	.....	35,412 00	11
.....	.....	.....	.....	210,000 00		13,232 30	12
.....	.....	.....	.....	.....	2,352,268 59	4,379,277 39	13
185,945 43	18,498 52	.....	.....	37,444,564 84	6,345,029 21	5,076,677 27	

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1914.

Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
	No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	40,850	2,701,523	152,951	3,170	75,534 51	78,913 80	82,358 92
Algoma Eastern	39,006	695,654	13,695	4,338	20,148 44	21,551 82	1,701 95
Atlantic, Quebec & Western	40,730	1,431,898	59,006	7,944	36,899 78	37,900 69	152 34
Bay of Quinte	103,927	1,595,318	4,750	154,235	35,586 64	46,533 51	2,485 49
Bedlington & Nelson	612	4,188		1,708	156 87	158 50	Dr. 4 00
Brandon, Saskatchewan & Hudson Bay	31,365	1,114,623	43,470		28,758 33	33,936 76	34 75
British Yukon	9,864	878,153	581	39,330	66,591 48	72,291 22	3,199 35
Brockville, Westport & North Western	62,782	1,721,871	21,436	31,601	31,673 81	37,773 73	66 69
Canada & Gulf Terminal	28,033	595,224	22	23,428	18,177 84	22,135 10	584 56
Canada Southern	1,483,993	127,153,523	1,915,153	139,719	2,890,843 93	3,513,825 72	58,304 32
Canadian Government Railways—Intercolonial	3,927,559	200,154,568	3,050,330	367,128	3,342,411 50	4,137,655 68	104,314 47
Canadian Government Railways—P. E. Island	443,129	10,466,877	144,267	217,682	183,033 07	216,383 69	14,185 39
Canadian Northern	2,010,272	158,216,177	2,651,350	896,869	3,591,054 32	4,331,633 34	1,139,705 90
Canadian Northern, Ontario	410,806	17,448,111	433,581	142,082	342,634 89	402,774 57	49,961 20
Canadian Northern, Quebec	641,797	21,795,953	355,300	114,179	397,186 84	438,190 51	33,018 25
Canadian Pacific	15,449,849	1,570,758,210	21,523,630	1,890,364	32,149,747 83	37,069,548 51	2,225,730 26
Cape Breton	9,415	207,142		19,654	5,832 50	6,598 96	465 14
Caraquet	18,468	791,422		41,600	19,866 75	23,251 96	
Central Ontario	169,858	3,829,127	136,923	45,531	95,700 16	112,143 31	2,828 20
Crow's Nest Southern	17,595	453,350	45,670		15,487 66	18,645 78	334 20
Cumberland	48,668	615,027	270	31,101	14,570 65	19,201 55	455 25
Dominion Atlantic	461,962	19,395,157	300,801	191,003	413,781 15	470,507 67	11,657 82
Eastern British Columbia	5,660	54,657		7,536	2,996 30	3,274 49	268 45
Elgin & Havelock	6,896	66,460		11,664	2,346 51	3,274 04	
Essex Terminal				23,200			5,634 29
Esquimalt & Nanaimo	461,616	11,181,085	144,808	3,230	302,644 68	334,827 60	23,571 42
Fredricton & Grand Lake	7,616	181,311		24,632	4,366 85	4,440 45	399 69
Grand Trunk	12,216,728	647,018,545	8,358,978	481,117	11,508,891 97	13,703,832 11	533,401 82
Grand Trunk—Canada Atlantic	608,847	21,226,331	709,979	79,740	486,745 47	564,434 07	61,576 52
Grand Trunk Pacific	691,686	58,696,074	1,396,250	188,020	1,397,677 30	1,696,997 32	132,049 23
Halifax & South Western	245,090	8,090,318	85,019	270,814	223,377 71	272,177 21	3,870 58
Hereford	32,352	709,723	33,603	33,248	17,984 58	21,525 87	552 09
Inverness Railway & Coal Co	38,186	823,086		42,966	21,962 25	23,231 60	1,327 41
Irondale, Bancroft & Ottawa	18,067	293,441		33,764	8,420 31	9,575 67	643 32
International of New Brunswick	38,383	1,722,766	70,000	32,650	46,460 29	49,437 37	1,259 66
Kent Northern	10,000	145,060		16,902	7,851 73	8,704 26	

Kettle Valley	1,308	23,686		2,216	807 70	807 70	2 00
Klondike Mines							
Lotbiniere & Megantic	15,249	200,524		18,780	5,676 24	7,310 60	21 00
London & Port Stanley	132,669	2,111,340	64,551	14,739	33,223 43	40,884 22	1,583 87
Maine Central	82,649	421,510	3,911	6,493	10,479 16	11,326 10	
Manitoba Great Northern	9,742	223,671	9,364	23,244	6,104 52	6,942 39	582 21
Maritime Coal, Railway & Power Co	20,472	209,611		33,878	6,231 35	7,420 51	
Massawippi Valley	161,691	2,813,444	97,787	7,980	66,440 51	70,839 59	1,388 66
Moncton & Buctouche	21,047	463,597		20,487	9,494 80	10,568 99	1,071 29
Midland Railway Co. of Manitoba	123,094	7,887,843	150,898		157,132 28	188,695 91	19,433 64
Montreal & Atlantic	361,007	8,756,525	175,127	129,052	209,022 01	243,348 90	23,575 04
Montreal & Province Line	143,884	2,392,084	51,555	16,902	50,462 31	60,342 35	2,352 72
Montreal & Vermont Jct	117,613	2,483,920	58,115		54,550 70	62,364 36	149 85
Morrissey, Fernie & Michel	176,700	1,077,870		39,601	13,516 50	13,516 50	
National Transcontinental, oper. by Intercolonial	10,827	540,889	868	73,452	12,354 31	12,706 83	570 86
Napierville Junction	18,932	273,120	9,699	10,260	7,913 29	8,651 94	159 08
Nelson & Fort Sheppard	22,940	674,458	37,552		22,132 54	27,030 64	2,742 15
New Brunswick Coal & Railway Co	21,322	494,300		42,943	12,994 87	14,864 06	4,683 74
New Brunswick & P. E. Island	20,250	582,962	5,000	25,150	10,021 69	13,180 69	203 65
New Westminster Southern	16,129	184,267		20,981	6,136 30	10,494 36	3,038 57
Northern New Brunswick & Seaboard	6,977	118,609		12,073	2,935 99	2,989 03	
North Shore	786	6,288		3,360	205 27	205 27	
Ottawa & New York	147,202	3,797,953	77,194		81,625 28	94,009 19	6,869 52
Pere Marquette	342,475	7,069,250	257,832	15,026	150,147 57	197,970 51	12,207 07
Quebec Central	454,317	18,985,938	220,553	281,411	400,664 65	457,087 33	18,032 32
Quebec & Lake St. John	464,956	14,128,237	212,650	62,732	271,505 81	317,285 54	14,849 74
Quebec, Montreal & Southern	249,423	5,457,037	125,217	85,436	145,674 56	161,121 21	5,740 52
Quebec Oriental	31,425	2,086,544	62,086		51,516 16	57,692 45	60 00
Quebec Railway, Light & Power Co	115,629	1,387,548	7,326		13,380 30	13,380 30	1,047 22
Roberval-Saguenay	9,512	152,192		137,560	4,818 10	4,875 45	863 88
Red Mountain	7,331	65,685		6,570	1,849 39	3,177 10	250 43
Rutland & Noyan	129,936	440,483	5,441		8,938 58	9,315 05	
Salisbury & Albert	15,924	339,767		30,064	9,457 67	12,364 82	754 13
Schomberg & Aurora	19,695	189,072		22,962	6,103 53	6,103 53	
Stanstead, Shefford & Chambly	175,370	1,216,319	44,065	17,500	30,819 34	41,277 81	575 22
St. Clair Tunnel					72,790 00	72,790 00	1,449 50
St. Lawrence & Adirondack	708,579	15,728,202	212,454		250,361 59	281,056 84	2,599 13
St. Martins	9,056	178,636		17,160	4,660 31	5,772 18	152 84
Sydney & Louisburg	176,166	2,182,099	31,632	20,032	52,027 11	55,528 72	26,522 40
Temiscouata	76,873	2,183,516	73,552	70,625	56,410 25	65,871 06	4,960 12
Temiskaming & Northern Ontario	517,868	23,343,245	348,118	68,101	568,691 02	638,750 18	76,095 65
Thousand Islands	44,706	268,236		32,060	9,019 77	13,446 40	3,643 06
Toronto, Hamilton & Buffalo	669,744	20,120,113	328,983		418,286 52	450,551 94	11,474 20
Vancouver, Victoria & Eastern	263,758	7,190,252	145,913	93,102	204,158 96	253,197 84	21,876 51
Victoria Terminal Railway & Ferry Co	82,148	81,327	1,980	31	2,257 95	2,446 74	682 69
Victoria & Sydney, B.C	86,179	984,282	32,075	496	27,561 66	30,519 80	970 29
Wabash (in Canada)	592,798	37,222,914	715,727	12,448	658,704 81	690,404 22	5,275 72
Wellington Colliery Co	6,965	74,873		31,200	3,802 40	4,342 40	
York and Carleton	7,290	75,000		8,585	1,822 50	2,085 21	
Total	46,702,280	3,089,031,194	45,219,048	7,126,841	62,012,296 46	72,564,203 20	4,765,605 39

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1914.—*Continued.*

Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.
	Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.
Algoma Central & Hudson Bay	369,088	25,368,799	3,170	126,715	706,417 11	794,102 82	291,139	955,375 54	737,529 01
Algoma Eastern	731,928	8,192,188	4,338	32,652	157,988 85	159,915 60	50,854	183,169 37	107,592 18
Atlantic Quebec & Western	34,125	1,430,308	7,944	24,866	28,628 48	28,628 48	91,816	66,681 51	105,475 90
Bay of Quinte	244,820	9,488,941	154,235	54,851	145,251 73	153,355 94	213,836	202,374 94	206,208 48
Bullington & Nelson	1,348	12,639	1,708		682 75	682 75	1,708	887 25	11,285 69
Brandon, Saskatchewan & Hudson Bay	62,371	2,773,708		23,184	22,490 60	26,373 78	66,792	60,345 29	122,232 14
British Yukon	43,307	3,806,933	581	6,046	134,190 85	134,190 85	45,957	209,681 42	92,520 98
Brockville, Westport & North Western	27,527	888,471	31,601	1,649	32,866 45	32,902 55	54,656	70,742 97	84,577 82
Canada & Gulf Terminal	26,347	804,628	23,428	174	23,492 29	23,492 29	23,624	46,211 92	35,037 73
Canada Southern	7,549,865	1,117,844,297	139,719	1,822,846	6,989,576 60	7,044,489 99	3,886,762	10,613,610 94	6,226,630 08
Canadian Gov't Railways—Intercolonial	5,982,484	1,345,580,752	367,128	4,683,027	8,113,198 49	8,168,438 32	8,104,197	12,440,408 47	12,701,679 18
Canadian Gov't Railways—P. E. Island	116,426	4,442,949	217,682		183,618 01	184,542 27	377,465	444,941 35	569,029 82
Canadian Northern	6,557,416	2,419,604,849	896,869	5,308,751	18,125,874 76	18,309,989 60	8,929,016	23,781,328 84	16,348,945 54
Canadian Northern—Ontario	1,164,128	101,375,945	142,082	366,863	989,181 20	1,097,551 09	945,619	1,460,286 86	1,562,362 79
Canadian Northern, Quebec	1,116,012	87,811,675	114,179	368,192	1,077,943 06	1,200,514 51	857,793	1,671,723 27	1,482,180 48
Canadian Pacific	27,801,217	10,601,426,321	1,890,364	24,164,242	79,816,801 33	86,458,763 58	47,645,434	119,754,042 35	81,701,933 85
Cape Breton	6,379	95,272	19,654		4,376 05	4,376 05	19,654	11,440 15	23,976 95
Caraquet	32,901	1,316,040	41,600		51,240 19	51,420 19	41,600	74,672 15	68,407 48
Central Ontario	354,427	13,450,167	45,531	183,276	229,926 08	232,788 48	365,739	347,759 99	346,259 65
Crow's Nest Southern	265,472	14,402,912		44,551	115,796 95	116,750 30	90,273	135,730 28	243,426 13
Cumberland	359,346	4,255,944	31,101	16,576	87,762 26	87,762 26	47,947	107,419 06	74,057 16
Dominion Atlantic	356,829	18,677,339	191,003	102,496	497,640 43	498,394 81	594,515	980,560 30	788,540 49
Eastern British Columbia	121,700	1,081,028	7,536		43,423 04	43,456 98	7,752	46,362 92	27,285 69
Elgin & Havelock	12,384	119,762	11,664		7,117 10	7,117 10	11,664	10,391 14	9,348 65
Essex Terminal	176,393	884,965	23,200		44,744 64	46,744 68	23,200	52,378 97	34,209 42
Esquimalt & Nanaimo	435,085	15,773,080	3,230	122,635	470,673 89	483,434 59	274,149	841,833 63	501,667 67
Fraserview & Grand Lake	63,176	1,807,602	24,632		45,107 34	45,107 34	24,632	49,947 48	13,144 12
Grand Trunk	20,027,455	3,561,953,486	484,117	10,284,824	24,482,793 97	24,975,944 37	19,140,816	39,215,178 30	28,351,040 04
Grand Trunk (Canada Atlantic	1,917,573	276,033,020	79,740	988,767	1,651,922 48	1,757,047 46	1,779,969	2,383,028 05	2,443,021 12
Grand Trunk Pacific	1,792,445	991,781,455	188,020	2,362,555	6,353,957 92	6,415,546 58	3,949,334	8,244,593 13	7,391,147 67
Hedley & South Western	267,342	16,386,129	270,814	35,721	280,567 48	285,035 09	396,656	561,052 79	527,036 96
Hereford	268,203	9,620,349	33,248	29,540	100,677 58	100,723 24	96,291	122,801 17	158,651 48
Inverness Railway & Coal Co	288,470	15,898,665	42,966	63,060	188,339 60	188,352 60	106,024	212,944 61	122,586 96
Ironside, Bancroft & Ottawa	31,078	795,281	33,764		22,078 89	22,113 89	33,850	32,592 88	35,606 28
International of New Brunswick	88,872	3,444,821	32,650	17,880	79,286 05	79,642 05	120,539	130,559 08	117,095 02
Kent Northern	7,250	145,060	16,902		11,543 59	11,543 59	16,902	29,247 85	20,541 29
Kettle Valley	27,772	136,294	2,216		6,414 63	6,492 56	2,216	7,302 26	12,166 38

Klondike Mines	42,786	444,496		14,168	112,175 90	112,175 90	14,168	112,175 90	52,118 58	
Lotbiniere & Megantic	41,941	583,681	18,780		22,927 87	22,927 87	18,960	30,259 47	27,572 17	
London & Port Stanley	637,869	10,322,663	14,739	43,092	84,692 88	95,373 65	122,382	135,841 74	180,915 11	
Maine Central	183,443	935,559	6,493	3,192	6,756 01	6,756 01	13,596	18,082 11	14,382 27	
Manitoba Great Northern	85,005	4,614,721	23,244	6,191	35,743 19	36,552 99	38,799	44,077 59	113,190 15	
Maritime Coal, Railway & Power Co	214,631	2,379,300	33,878		63,823 58	63,823 58	35,878	71,244 05	47,814 06	
Massawippi Valley	527,491	15,988,830	7,980	75,496	137,147 66	139,971 29	181,263	212,199 54	227,305 98	
Moncton & Buctouche	22,216	446,847	20,487		18,122 42	18,122 42	20,487	29,762 70	31,303 74	
Midland Railway Co. of Manitoba	185,111	13,267,271		97,095	122,073 95	127,735 76	248,842	326,865 31	448,829 70	
Montreal & Atlantic	1,203,616	62,175,234	129,052	277,625	741,584 30	751,153 69	582,162	1,018,077 63	1,037,158 92	
Montreal & Province Line	108,478	2,766,054	16,902	23,095	74,809 06	74,895 19	91,829	137,588 26	105,455 61	
Montreal & Vermont Junction	434,484	10,985,851		34,594	69,414 91	69,758 88	92,778	132,273 09	87,041 39	
Morrissey, Fernie & Michel	833,236	5,082,739	39,601		129,237 57	136,627 99	39,601	150,144 40	127,452 35	
National Transcontinental, oper. by Intercolonial	62,973	5,045,541	73,452	19,430	61,725 42	61,790 00	93,846	75,067 69	107,705 80	
Napierville Junction	424,186	11,960,703	10,260	19,333	96,240 10	96,243 10	39,292	105,054 12	56,255 54	
Nelson & Fort Sheppard	26,339	1,076,425		18,794	36,309 78	36,558 78	56,346	66,331 57	116,976 22	
New Brunswick Coal & Railway Co	58,507	1,926,944	42,943		35,910 94	35,910 94	42,943	55,458 74	78,330 76	
New Brunswick & P. E. Island	53,343	825,020	25,150	32,890	32,968 87	32,968 87	63,040	46,353 21	41,344 93	
New Westminster Southern	51,292	534,800	20,981	74	33,787 45	33,791 45	21,055	47,324 38	31,943 46	
Northern New Brunswick & Seaboard	71,243	1,211,131	12,073		18,385 21	18,505 21	12,396	21,494 24	14,735 06	
North Shore	1,550	12,400	3,360		619 91	619 91	3,360	825 18	988 84	
Ottawa & New York	296,895	19,164,501		78,429	158,949 62	159,244 61	155,623	260,123 32	262,161 49	
Pere Marquette	2,140,323	377,499,887	15,026	773,280	2,118,504 12	2,151,848 00	1,046,670	2,362,025 58	1,804,492 23	
Quebec Central	1,086,265	81,586,720	281,411	349,090	1,092,900 95	1,092,900 95	851,039	1,568,020 60	1,093,463 86	
Quebec & Lake St. John	543,025	46,073,016	62,732	300,858	601,768 32	602,641 93	576,484	934,777 21	845,814 90	
Quebec, Montreal & Southern	485,390	18,739,680	85,436	67,422	241,704 64	244,774 21	278,075	441,635 94	533,650 45	
Quebec Oriental	68,037	5,150,275		72,692	77,072 66	77,072 66	134,778	134,825 11	125,795 33	
Quebec Railway, Light & Power Co	225,045	1,716,315		23,955	71,026 70	72,732 09	31,281	87,159 61	70,071 61	
Roberval-Saguenay	55,032	915,530	137,560		22,614 95	26,211 53	137,560	31,950 86	36,771 34	
Red Mountain	31,085	277,268	6,570	3,209	9,751 74	11,818 74	9,779	15,246 27	31,650 86	
Rutland & Noyan	222,856	755,482		2,492	5,597 03	5,597 03	7,933	14,912 08	12,527 84	
Salisbury and Albert	30,106	1,034,854	30,064		23,021 89	23,021 89	30,064	36,140 84	30,347 29	
Schomberg and Aurora	15,352	153,520	22,962		7,901 51	7,901 51	22,962	14,005 01	14,232 53	
Stanstead, Shefford and Chambly	461,549	2,279,469	17,500	21,319	46,860 65	48,107 68	83,473	89,960 71	97,999 23	
St. Clair Tunnel					273,531 00	273,531 00		347,770 50	107,675 43	
St. Lawrence and Adirondack	946,044	35,565,339		114,267	368,327 84	369,882 41	326,967	653,538 41	485,310 51	
St. Martins	11,277	168,273	17,160		8,626 88	8,626 88	17,160	14,551 90	13,989 97	
Sydney and Louisburg	4,835,569	70,317,192	20,032	204,691	697,699 94	725,116 23	256,355	807,167 35	580,619 62	
Temiscouata	213,084	9,353,790	70,625	25,799	200,457 86	200,945 50	169,976	271,776 68	199,957 53	
Temiskaming and Northern Ontario	759,952	84,486,528	68,101	360,901	964,394 49	975,842 93	779,432	1,690,688 76	1,493,787 71	
Thousand Islands	38,789	222,734	32,060		23,573 12	23,594 12	32,060	40,683 58	29,429 25	
Toronto, Hamilton and Buffalo	2,192,285	84,803,500		148,214	949,241 26	1,040,305 56	478,905	1,502,331 70	1,085,316 72	
Vancouver, Victoria and Eastern	1,315,391	35,810,120	93,102	81,251	489,091 27	495,520 09	320,701	770,594 35	938,337 77	
Victoria Terminal Railway and Ferry Co	26,911	26,612	31	579	1,746 61	1,746 61	2,590	4,876 04	3,189 32	
Victoria and Sydney, B.C	28,637	385,159	496	9,439	24,782 38	24,978 28	42,019	56,468 37	81,868 01	
Wabash (in Canada)	1,802,486	351,899,342	12,448	811,278	1,822,717 92	1,831,217 45	1,540,110	2,526,897 39	2,335,801 74	
Wellington Colliery Co	312,162	3,302,555	31,200		100,237 54	100,237 54	31,200	104,579 94	104,579 94	
York and Carleton	10,204	102,040	8,585		3,592 27	3,592 27	8,585	5,677 48	3,731 63	
Total	101,393,989	22,063,294,685	7,126,841	55,343,193	163,663,744 26	165,753,730 45	107,895,272	243,083,539 04	178,975,258 90	

Table 11.—Summary of Train Mileage for the Year Ending June 30, 1914.

Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Algoma Central and Hudson Bay	152,951	3,170	126,715	8,323	291,159	51,091
Algoma Eastern	13,695	4,338	32,662	159	50,854	3,080
Atlantic, Quebec and Western	59,006	7,944	24,866		91,816	5,589
Bay of Quinte	4,750	154,235	54,851		213,836	
Bedlington and Nelson		1,708			1,708	51
Brandon, Saskatchewan and Hudson Bay	13,470		23,184	138	66,792	2,848
British Yukon	581	39,330	6,046		45,957	720
Brockville, Westport and North Western	21,456	31,601	1,619		54,656	
Canada and Gulf Terminal	22	23,428	174		23,624	1,204
Canada Southern	1,915,153	139,719	1,822,846	3,044	3,880,762	58,701
Canadian Government Railways (Intercolonial)	3,050,330	367,128	4,683,027	3,712	8,104,197	139,303
" " " (P.E. Island)	144,267	247,682		15,516	377,465	15,576
Canadian Northern	2,651,350	896,869	5,208,751	63,046	8,920,016	300,059
" " (Ontario)	433,581	142,082	366,863	3,093	945,619	86,445
" " (Quebec)	355,300	111,179	368,192	122	837,793	38,871
Canadian Pacific	21,523,630	1,590,364	24,164,242	67,198	47,645,434	1,948,384
Cape Breton		19,654			19,654	
Caraquet		41,600			41,600	
Central Ontario	136,923	45,531	183,276		365,730	5,228
Crow's Nest Southern	45,670		44,551	52	90,273	9,322
Cumberland	270	31,401	16,576		47,947	
Dominion Atlantic	300,801	191,003	102,496	215	594,515	71,148
Eastern British Columbia		7,536		216	7,752	168
Elgin and Havelock		11,664			11,664	
Essex Terminal		23,200			23,200	
Esquimalt and Nanaimo	141,808	3,230	122,635	467	271,140	24,746
Fredericton and Grand Lake		24,632			24,632	
Grand Trunk	8,358,978	481,117	10,286,834	13,887	19,140,816	744,132
" (Canada Atlantic)	709,979	97,740	988,767	1,483	1,779,969	102,496
Grand Trunk Pacific	1,396,250	188,020	2,362,555	2,509	3,949,334	709,680
Halifax and South Western	185,019	270,814	35,721	5,102	396,656	11,110
Hereford	33,603	33,248	29,540		96,391	690
Inverness Railway and Coal Co.		42,966	63,060		106,026	3,290
Irondale, Bancroft and Ottawa		33,764		86	33,850	
International of New Brunswick	70,000	32,650	17,880		120,530	5,558
Kent Northern		16,902			16,902	
Kettle Valley		2,216			2,216	

Klondike Mines			14,168		14,168	
Lotbiniere and Megantic		18,780		180	18,960	
London and Port Stanley	64,551	14,739	43,092		122,382	607
Maine Central	3,911	6,493	3,192		13,596	206
Manitoba Great Northern	9,364	23,244	6,191		38,799	475
Maritime Coal Railway and Power Co		33,878			33,878	2,000
Massawippi Valley	97,787	7,980	75,497		181,263	1,516
Moncton and Buctouche		20,487			20,487	
Midland Railway Co. of Manitoba	150,898		97,095	849	248,842	415
Montreal and Atlantic	175,127	129,052	377,625	359	582,163	57,572
Montreal and Province Line	51,555	16,902	23,095	268	91,820	819
Montreal and Vermont Junction	58,115		34,594	69	92,778	2,217
Morrissey, Fernie and Michel		39,601			39,601	
National Transcontinental, operated by Intercolonial	868	73,452	19,430	96	93,846	5,551
Napierville Junction	9,699	10,260	19,333		39,292	18
Nelson and Fort Sheppard	37,552		18,794		56,346	5,668
New Brunswick Coal and Railway Co		42,943			42,943	
New Brunswick and P.E. Island	5,000	25,150	32,890		63,040	
New Westminster Southern		20,981	74		21,055	
Northern New Brunswick and Seaboard		12,073		323	12,396	
North Shore		3,360			3,360	
Ottawa and New York	77,194		78,429		155,623	23,265
Pere Marquette	257,832	15,026	773,280	532	1,046,670	5,769
Quebec Central	220,553	281,411	340,090	8,985	851,039	271,097
Quebec and Lake St. John	212,650	62,732	300,858	244	576,484	12,460
Quebec, Montreal and Southern	125,217	85,436	67,422		278,075	4,379
Quebec Oriental	62,086		72,692		134,778	3,235
Quebec Railway Light and Power Co	7,326		23,955		31,281	62
Roberval-Saguenay		137,560			137,560	
Red Mountain		6,570	3,209		9,779	551
Rutland and Noyan	5,441		2,492		7,933	
Salisbury and Albert		30,064			30,064	
Schomberg and Aurora		22,962			22,962	
Stanstead, Shefford and Chambly	44,065	17,500	21,319	589	83,473	9,207
St. Clair Tunnel						
St. Lawrence and Adirondack	212,454		114,267	246	326,967	11,685
St. Martins		17,160			17,160	
Sydney and Louisburg	31,632	20,032	204,691		256,355	
Temiscouata	73,552	70,625	25,799		169,976	13,146
Temiskaming and Northern Ontario	348,118	68,101	360,901	2,312	779,432	61,743
Thousand Islands		32,060			32,060	
Toronto, Hamilton and Buffalo	328,983		148,244	1,678	478,905	18,024
Vancouver, Victoria and Eastern	145,913	93,102	81,251	435	320,701	30,846
Victoria Terminal Railway and Ferry Co	1,980	31	579		2,590	
Victoria and Sydney, B.C	32,075	496	9,439		42,010	
Wabash (in Canada)	715,727	12,448	811,278	657	1,540,110	29,935
Wellington Colliery Co		31,200			31,200	
York and Carleton		8,585			8,585	
Total	45,219,048	7,126,841	55,343,193	206,190	107,895,272	4,911,928

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914.

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	GRAIN.				FLOUR.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	220	1,122		1,342	40	150		190
Algoma Eastern	61	110		171	42			42
Atlantic, Quebec and Western	10	401		411	150	2,413		2,563
Bay of Quinte	3,303	830		4,133	527	1,057		1,584
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	41,762	106	30	41,898	186		24	210
British Yukon	1,860			1,860	353			353
Brockville, Westport and North Western	153	3,088		3,241	820	2,169		2,989
Canada and Gulf Terminal	9	314		323	30	675		705
Canada Southern	29,229	70,934	589,184	689,347	39,121	60,262	114,112	204,445
Canadian Government Railways—Intercolonial	27,777	147,070		174,847	41,826	152,702		194,528
" " " P. E. Island	10,922	52		10,974	3,012	517		3,529
Canadian Northern	1,852,683	63,719	2,212	1,918,614	78,572	10,127	1,284	89,980
" " Ontario	4,756	6,659		11,415	3,674	3,279		6,953
" " Quebec	4,178	3,391		7,569	3,785	18,167		21,952
Canadian Pacific	4,367,483	284,170	97,325	4,748,978	714,179	60,557	105,489	880,225
Cape Breton					6	636		642
Caraquet	2			2		2,560		2,560
Central Ontario	2,458	5,498		7,956	193	3,321		3,514
Crow's Nest Southern		88	81	169				
Cumberland		420		420		5,200		5,200
Dominion Atlantic	1,648	3,931	127	5,706				
Eastern British Columbia		186		186		40		40
Elgin and Havelock	45	209		254	23	524		547
Essex Terminal		800		800		450		450
Esquimalt and Nanaimo	6,624	10,676		17,300	2,348	2,688		5,036
Fredericton and Grand Lake								
Grand Trunk	1,401,745	190,707	421,019	2,013,471	391,293	60,275	146,586	598,154
" (Canada Atlantic)	312,343	21,960	91	333,494	34,580	19,882	137	54,599
Grand Trunk Pacific	764,371	404	97	764,872	7,184	177		7,361
Halifax and South Western	1,138	1,532		2,670	5,797	9,673	300	15,770
Hereford	264	978	2,566	3,808	477	625	80	1,182
Inverness Ry. and Coal Co.	11	295		306	86	1,451		1,537
Irondale, Bancroft and Ottawa	27	146		173	3	258		261
International of New Brunswick	804	842		1,646	243	216		459
Kent Northern	28			28	5	1,044		1,049

Kettle Valley	45	30	75		167			167
Klondike Mines								
Lotbiniere and Megantic	49	230	279	98	214			312
London and Port Stanley		1,989	4,867	6,856	2	1		3
Maine Central			915	915			160	160
Manitoba Great Northern	30,942	8,852	15	39,809	99			99
Maritime Coal, Ry. and Power Co	147	236		383	20	366		386
Massawippi Valley	572	14,461	3,771	18,804	18	1,769	442	2,229
Moncton and Buctouche								
Midland Ry. Co. of Manitoba	294	1,647	539	1,880	20		316	336
Montreal and Atlantic	417	128,994	256	129,667	317	142,716	221	143,254
Montreal and Province Line	225	4,576		4,801	176	1,349		1,525
Montreal and Vermont Jct	15	91,154	151	91,320	50	4,465		4,515
Morrissey, Fernie and Michel		300		300				
National Transcontinental operated by Intercolonial		266		266		44		44
Napierville Junction	159	134	86	379		583		583
Nelson and Fort Sheppard	134	100	56	290			101	101
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island		600		600		440		440
New Westminster Southern		351		351	35	80		115
Northern New Brunswick and Seaboard		55		55	1	40		41
North Shore								
Ottawa and New York	414	971	270	1,655	371	2,605		2,976
Pere Marquette		11,456	16,046	27,502	828	502		1,330
Quebec Central		12,089		12,089		23,299		23,299
Quebec and Lake St. John	857	4,587		5,444	519	7,397		7,916
Quebec, Montreal and Southern	598	2,362		2,960	55	7,910		7,965
Quebec Oriental	95	115		210	120	2,791		2,911
Quebec Ry., Light and Power Co	4,027			4,027	833	173		1,006
Roberval-Saguenay	80	334		414	18	21		39
Red Mountain			116	116		20	49	69
Rutland and Noyan		36	712	748			40	40
Salisbury and Albert	24	469		493	84	1,130		1,214
Schomberg and Aurora	2,682			2,682	167			167
Stanstead, Shefford and Chambly		97,300		97,300	1,024	4,646		5,670
St. Clair Tunnel								
St. Lawrence and Adirondack	821	1,062	104	1,987	3,315	1,283	59	4,657
St. Martins		120		120		340		340
Sydney and Louisburg	21	620		641		3,961		3,961
Temiscouata	386	1,659		2,045	300	2,521		2,821
Temiskaming and Northern Ontario	1,074	5,529		6,603	638	5,558	11	6,207
Thousand Islands		254		254		1,356		1,356
Toronto, Hamilton and Buffalo	2,943	83,453		86,396	3,698	38,395		42,093
Vancouver, Victoria and Eastern	4,359	202	5,921	10,482	213	20	1,473	1,706
Victoria Terminal Ry. and Ferry Co	743	575		1,318	54	31		85
Victoria and Sydney, B.C	66	1,163		1,229		83		83
Wabash (in Canada)	1,612	293	139,356	141,261	342	114	51,210	51,666
Wellington Colliery Co		343		343		127		127
York and Carleton								
Final total	8,889,715	1,298,195	1,285,913	11,473,733	1,332,970	677,612	422,091	2,432,673

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	OTHER MILL PRODUCTS.				HAY.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay		49		49	2,440			2,440
Algoma Eastern		62		62	240	184		424
Atlantic, Quebec and Western		25		25	15	32		47
Bay of Quinte	1,310	3,879		5,189	2,959	21		2,980
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	105			105	30			30
British Yukon	60			60	1,840			1,840
Brockville, Westport and North Western	718	1,989		2,707	29	21		50
Canada and Gulf Terminal					12	1		13
Canada Southern	13,280	14,316	151,894	179,490	30,596	233	21,135	51,964
Canadian Govt. Railways—Intercolonial	22,120	31,819		53,939	61,694	2,819		64,513
" " " P. E. Island	1,513	161		1,674	2,937			2,937
Canadian Northern	20,510	7,212	1,865	29,587	33,915	791	1,210	35,916
" " Ontario	3,795	3,497		7,292	6,708	1,913		8,621
" " Quebec	1,700	1,208		2,908	20,415	548		20,963
Canadian Pacific	378,890	25,904	49,276	454,070	287,241	55,201	9,877	352,319
Cape Breton					2	68		70
Caraquet					17	844		861
Central Ontario	950	5,155		6,105	752	4,040		4,792
Crow's Nest Southern	50	98		148	13	62	128	203
Cumberland	48	280		328	160	342		502
Dominion Atlantic	6,415	8,977	3,662	19,054	4,706	78		4,784
Eastern British Columbia		50		50		345		345
Elgin and Havelock	237	315		552				
Essex Terminal						200		200
Esquimalt and Nanaimo	6,271	3,009		9,280	2,601	397		2,998
Fredericton and Grand Lake								
Grand Trunk	99,505	14,576	145,544	259,625	138,286	42,002	49,051	229,339
" (Canada Atlantic)	6,992	10,367	413	17,772	23,659	14,969	69	38,697
Grand Trunk Pacific					11,648	53		11,701
Halifax and South Western	3,456	1,256	267	4,979	3,534	1,094		4,628
Hereford	37	93	77	207	249	10		259
Inverness Ry. and Coal Co	32	853		885	136	699		835
Irondale, Bancroft and Ottawa	43	532		575	11	514		525
International of New Brunswick	35	23		58	1,090	694		1,784
Kent Northern					290			290

Kettle Valley					118		192	310	
Klondike Mines									
Lotbiniere and Megantic	164	372		536	265			265	
London and Port Stanley	41	24		65	310	202		512	
Maine Central			206	206			122	122	
Manitoba Great Northern	292		86	378			20	20	
Maritime Coal, Ry. and Power Co	213	333		546	120	751		871	
Massawippi Valley	573	1,742	1,247	3,562	355	1,427	252	2,034	
Moncton and Buctouche					23			23	
Midland Ry. Co. of Manitoba	71		871	942			94	94	
Montreal and Atlantic	1,139	86,588	408	88,135	29,112	10,435	57	39,604	
Montreal and Province Line	150	1,001		1,151	16,950	470		17,420	
Montreal and Vermont Jct	12	42,608		42,620	7,020	28,994		36,014	
Morrissey, Fernie and Michel		50		50		500		500	
National Transcontinental operated by Intercolonial						335		335	
Napierville Jct		41		41	15,053	35	34	15,122	
Nelson and Fort Sheppard	58	187	257	502	13		2,591	2,604	
New Brunswick Coal and Ry. Co									
New Brunswick and P. E. Island		490		490	4,600			4,600	
New Westminster Southern	179	1,232		1,411	84	960		1,044	
Northern New Brunswick and Seaboard		3		3		159		159	
North Shore	144			144					
Ottawa and New York	374	2,537	88	2,999	2,236	1,795		4,031	
Pere Marquette	576	65	373	1,014		2,056	3,692	5,748	
Quebec Central									
Quebec and Lake St. John	130	1,755		1,885	3,219	840		4,059	
Quebec, Montreal and Southern	24	656		680	43,689	2,006		45,695	
Quebec Oriental	15	25		40	307			307	
Quebec Ry., Light and Power Co	852	3		855	471	706		1,177	
Roberval-Saguenay	24	48		72					
Red Mountain							763	763	
Rutland and Noyan		19		19	1,346	22,725		24,071	
Salisbury and Albert					1,046			1,046	
Schomberg and Aurora					88			88	
Stanstead, Shefford and Chambly		45,020		45,020	7,980	33,080		41,060	
St. Clair Tunnel									
St. Lawrence and Adirondack	2,305	1,624	196	4,125	5,800	20,504	6	26,310	
St. Martins						80		80	
Sydney and Louisburg	82	728		810		5,890		5,890	
Temiscouata	83	105		188	476	395		871	
Temiskaming and Northern Ontario	979	1,653		2,632	3,504	9,467	55	13,026	
Thousand Islands					627			627	
Toronto, Hamilton and Buffalo	3,707	8,735		12,442	7,458	1,595		9,053	
Vancouver, Victoria and Eastern	2,178	277	1,175	3,630	12,727	37	2,343	15,107	
Victoria Terminal Ry. and Ferry Co	472	76		548	15	240		255	
Victoria and Sydney, B.C	36	478		514	249	26		275	
Wabash (in Canada)			72,363	72,363			12,372	12,372	
Wellington Colliery Co		98		98					
York and Carleton					606	764		1,370	
Final total	582,945	334,278	430,268	1,347,491	804,092	274,649	104,063	1,182,804	

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	TOBACCO.				COTTON			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern								
Atlantic, Quebec and Western								
Bay of Quinte								
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon	10			10				
Brockville, Westport and North Western								
Canada and Gulf Terminal	1	1		2				
Canada Southern	1,564	97	8,401	10,062			25,103	25,103
Canadian Govt. Railways—Intercolonial	547	471		1,018	4,748	1,400		6,148
" " " P. E. Island	155	48		203	53	48		101
Canadian Northern								
" " Ontario								
" " Quebec	1,778	407		2,185				
Canadian Pacific	14,939	3,046	2,038	20,023	2,611	5,567	10,128	18,306
Cape Breton								
Caraquet								
Central Ontario								
Crow's Nest Southern								
Cumberland		1		1				
Dominion Atlantic	67	14		81				
Eastern British Columbia								
Elgin and Havelock								
Essex Terminal								
Esquimalt and Nanaimo								
Fredericton and Grand Lake								
Grand Trunk	3,570	1,110	4,203	8,883	2,116	4,483	7,761	14,270
" (Canada Atlantic)	10	1,750		1,760	4,043	2,467	348	6,858
Grand Trunk Pacific	113	191		304	57	114	15	186
Halifax and South Western	34	101		135				
Hereford	2	9	1	12				
Inverness Ry. and Coal Co								
Irondale, Bancroft and Ottawa								
International of New Brunswick	4	6		10				
Kent Northern								

Kettle Valley								
Klondike Mines								
Lotbiniere and Megantic								
London and Port Stanley								
Maine Central			13	13				
Manitoba Great Northern	16	12		28				
Maritime Coal, Ry. and Power Co		7		7				
Massawippi Valley	2	19	5	26			20	20
Moncton and Buctouche								
Midland Ry. Co. of Manitoba							38	38
Montreal and Atlantic	75	1,587	801	2,463		3,591	600	4,191
Montreal and Province Line								
Montreal and Vermont Junction								
Morrissey, Fernie and Michel								
National Transcontinental operated by Intercolonial								
Napierville Junction			348	348			812	812
Nelson and Fort Sheppard								
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island								
New Westminster Southern								
Northern New Brunswick and Seaboard		1		1				
North Shore								
Ottawa and New York	31	1		32	185	170	238	593
Pere Marquette	25			25				
Quebec Central								
Quebec and Lake St. John	11	42		53				
Quebec, Montreal and Southern	23			23		22		22
Quebec Oriental								
Quebec Ry. Light and Power Co	44	1		45	13	3,585		3,598
Roberval and Saguenay								
Red Mountain								
Rutland and Noyan								
Salisbury and Albert								
Schomberg and Aurora								
Stanstead, Shefford and Chambly								
St. Clair Tunnel								
St. Lawrence and Adirondack	22	50	106	178	98	344	147	589
St. Martins								
Sydney and Louisburg		12		12				
Temiscouata	10	15		25		9		19
Temiskaming and Northern Ontario								
Thousand Islands								
Toronto, Hamilton and Buffalo	83	946		1,029		2,505		2,505
Vancouver, Victoria and Eastern	50		64	114			221	221
Victoria Terminal Ry. and Ferry Co								
Victoria and Sydney, B.C								
Wabash (in Canada)			708	708			21,858	21,858
Wellington Colliery Co								
York and Carleton								
Final total	23,186	9,945	16,688	49,819	13,925	24,305	67,198	105,428

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	FRUIT AND VEGETABLES.				OTHER PRODUCTS OF AGRICULTURE.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	45	163		208				
Algoma Eastern		35		35				
Atlantic, Quebec and Western	5	58		63	57	108		165
Bay of Quinte	1,217	83		1,300				
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			1,935	1,935			40	40
British Yukon	520			520				
Brockville, Westport and North Western	112	120		232				
Canada and Gulf Terminal	1,655	74		1,729				
Canada Southern	41,285	8,661	129,466	179,412	3,900	2,452	87,567	93,919
Canadian Govt. Railways—Intercolonial	50,463	27,053		77,516	9,675	2,335		12,014
" " " P. E. Island	11,117	83		11,200	948	23		971
Canadian Northern	23,134	4,401	12,873	40,408				
" " Ontario	6,671	952		7,623				
" " Quebec	753	1,519		2,272				
Canadian Pacific	302,947	69,420	145,950	518,323	96,148	33,585	14,370	144,423
Cape Breton	1			1				
Caraquet	2,107			2,107	8			8
Central Ontario	7,251	2,561		9,812				
Crow's Nest Southern	8		954	962			61	61
Cumberland	76	520		596	42	216		222
Dominion Atlantic	54,545	9	87	51,639	466			466
Eastern British Columbia		93		93				
Elgin and Havelock		10		10	585	110		595
Essex Terminal		80		80				
Esquimalt and Nanaimo	800	537		1,337	624	326		950
Fredericton and Grand Lake								
Grand Trunk	144,719	20,053	95,483	260,255	33,682	4,216	17,768	55,576
" (Canada Atlantic)	347	19,960	2,379	22,686	1,082	2,313	604	3,999
Grand Trunk Pacific	7,179	6,053	609	13,841				
Halifax and South Western	3,297	575		3,872	72	75		147
Hereford	133	43	2	178	43		1	44
Inverness Ry. and Coal Co	29	47		76				
Irondale, Bancroft and Ottawa	4	68		72				
International of New Brunswick	500	130		630	13	5		18
Kent Northern	673			673				

Kettle Valley	48			48	15			15
Klondike Mines								
Lotbiniere and Megantic	8	34		42	618	182		800
London and Port Stanley	200	118		318	163	91		254
Maine Central			2,114	2,114				
Manitoba Great Northern		729	414	1,143	15		125	140
Maritime Coal, Ry. and Power Co	1	145		146				
Massawippi Valley	626	709	268	1,603	21	78	4	103
Moncton and Buctouche	3,952			3,952				
Midland Ry. Co. of Manitoba	16		13,866	13,882	70	41	791	902
Montreal and Atlantic	493	12,681	1,177	14,351	161	5,538	640	6,339
Montreal and Province Line								
Montreal and Vermont Jct		3,466	575	4,041		4,118		4,118
Morrissey, Fernie and Michel		50		50				
National Transcontinental	4,319			4,319				
Naperville Junction	15		5,917	5,932				
Nelson and Fort Sheppard			316	316	20			20
New Brunswick Coal and Ry. Co						2,445		2,445
New Brunswick and P. E. Island								
New Westminster Southern	54	568		622				
Northern New Brunswick and Seaboard		67		67		8		8
North Shore								
Ottawa and New York	104	200	293	597	44	132	173	349
Pere Marquette	556	270	114	940	467	11,155	19,304	30,926
Quebec Central					5,153	909		6,062
Quebec and Lake St. John	1,109	720		1,829				
Quebec, Montreal and Southern	361	510		871				
Quebec Oriental					1,521	406		1,927
Quebec Ry., Light and Power Co	422	10		432	59	4		63
Roberval-Saguenay	1			1				
Red Mountain			106	106				
Rutland and Noyan		100	120	220		13	12	25
Salisbury and Albert								
Schomberg and Aurora	224			224				
Stanstead, Shefford and Chambly	1,274	3,107	570	4,951		4,523		4,523
St. Clair Tunnel								
St. Lawrence and Adirondack	393	8,242	3,407	12,042	487	754	791	2,032
St. Martins					60	25		85
Sydney and Louisburg	202	712		914	106	1,216		1,322
Temiscouata	2,039	2,810		4,849				
Temiskaming and Northern Ontario	1,418	5,025		6,443				
Thousand Islands		22		22				
Toronto, Hamilton and Buffalo	6,901	11,562		18,463	1,619	6,697		8,316
Vancouver, Victoria and Eastern	5,181	54	6,994	12,229	146		1,006	1,152
Victoria Terminal Ry. and Ferry Co	143	428		571	3	8		11
Victoria and Sydney, B.C	305	264		569	3	8		11
Wabash (in Canada)	2,863	3,176	34,628	40,967	332		17,641	17,973
Wellington Colliery Co		110		110				
York and Carleton								
Final total	634,821	219,550	460,621	1,374,992	158,622	84,109	160,808	403,539

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS							
	LIVE STOCK.				DRESSED MEATS			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	468	261		729		152		152
Algoma Eastern	231			231		15		15
Atlantic, Quebec and Western	154	85		239	11	86		97
Bay of Quinte	3,574	152		3,726	22	13		35
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	107	44	84	235			24	24
British Yukon	1,687			1,687	54			54
Brockville, Westport and North Western	2,182	34		2,216	1	19		20
Canada and Gulf Terminal	528	56		584	16	3		19
Canada Southern	25,704	10,261	110,893	146,858	1,205	52	168,612	169,869
Canadian Govt. Railways—Intercolonial	25,639	1,363		27,002	6,217	5,352		11,569
" " " P. E. Island	5,650	21		5,671	2,324	11		2,335
Canadian Northern	80,132	10,053	514	90,999	5,447	269	212	5,928
" Ontario	9,207	5,685		14,892	544	123		667
" Quebec	879	1,371		2,250				
Canadian Pacific	450,157	73,886	6,906	530,929	64,625	3,165	49,133	116,923
Cape Breton	45			45				
Caraquet		9		9		127		127
Central Ontario	6,787	432		7,219	224	68		292
Crow's Nest Southern	10	63		73			27	27
Cumberland	2	29		31	5	187		192
Dominion Atlantic	2,717	326	2	3,045	558	21		579
Eastern British Columbia	13	8		21				
Elgin and Havelock	30	37		67	111	35		146
Essex Terminal	270	640		910				
Esquimalt and Nanaimo	678	769		1,447	3,111	1,724		1,835
Fredericton and Grand Lake								
Grand Trunk	298,900	39,471	93,310	431,681	60,726	2,346	123,672	186,744
" (Canada Atlantic)	13,574	6,179	15	19,768	522	3,611	448	4,581
Grand Trunk Pacific	21,890	872	98	22,860	2,940	78	56	3,074
Halifax and Southwestern	804	138		942	95	23		118
Hereford	363	59	8	421	8	21	23	52
Inverness Ry. and Coal Co.	425	5		430	13	5		18
Irondale, Bancroft and Ottawa	390	6		396	3	31		34
International of New Brunswick	1,065	165		1,230	62	61		123
Kent Northern	188	10		198		20		20
Kettle Valley								

Coniche Mines								
Lotbinière and Megantic					26			26
London and Port Stanley	260	144		404				
Maine Central			38	38				
Manitoba Great Northern	50		22	72	31	21	14	69
Maritime Coal Ry. and Power Co	31	2		33		16		16
Massawippi Valley	933	49	195	1,177	236	57	22	315
Moncton and Buctouche								
Midland Ry. Co. of Manitoba	89	129	288	506		985	90	1,075
Montreal and Atlantic	5,423	1,349	41	6,813		20,686	32	20,720
Montreal and Province Line	698	819		1,517				
Montreal and Vermont Jct		7,776		7,776				
Morrissey, Fernie and Michel		50		50		20		20
National Transcontinental	108			108				
Napierville Junction	1,006	10		1,016				
Nelson and Fort Sheppard	20		90	110			13	13
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island	120			120				
New Westminster Southern						87		87
Northern New Brunswick and Seaboard	29	20		49		45		45
North Shore								
Ottawa and New York	2,702	218	14	2,934	24	20		44
Pere Marquette		1,982	3,067	5,049	9			9
Quebec Central	8,457			8,457				
Quebec and Lake St. John	4,449	260		4,709				
Quebec, Montreal and Southern	3,105	100	6	3,211	22			22
Quebec Oriental	136	139		275	419	158		577
Quebec Ry. Light and Power Co	516	31		547	191			191
Roberval-Saguenay								
Red Mountain			10	10				
Rutland and Noyan								
Salisbury and Albert	333	15		348				
Schomberg and Aurora	1,241			1,241	45			45
Stanstead, Shefford and Chambly	1,433	6,601		8,034				
St. Clair Tunnel								
St. Lawrence and Adirondack	997	251	66	1,314	4	20	15	39
St. Martins								
Sydney and Louisburg	12	906		918	102	7,162		7,264
Temiscouata	409	124		533	60	201		261
Temiskaming and Northern Ontario	794	1,765		2,559	108	1,875	52	2,035
Thousand Islands	958	95		1,053				
Toronto, Hamilton and Buffalo	2,315	10,545		12,860	34	12		46
Vancouver, Victoria and Eastern	1,101	11	2,798	3,910	2,890	15	484	3,389
Victoria Terminal Ry. and Ferry Co	1	31		32	63	220		283
Victoria and Sydney, B.C	18	14		32	25	264		289
Wabash (in Canada)	1,733		25,925	27,658			41,585	41,585
Wellington Colliery Co		14		14		43		43
York and Carleton								
Final Total	994,207	185,931	244,390	1,424,528	153,133	49,587	384,514	587,174

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914.—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS *Continued.*							
	OTHER PACKING-HOUSE PRODUCTS.				POULTRY, GAME AND FISH.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay		16		16				
Algoma Eastern		58		58				
Atlantic, Quebec and Western	5	43		48	3,075	15		3,090
Bay of Quinte	1,846	45		1,891				
Bedlington and Nelson	20			20	12			12
Brandon, Saskatchewan and Hudson Bay								
British Yukon	240			240	10			10
Brockville, Westport and North Western	2,785	16		2,801	31	3		34
Canada and Gulf Terminal	172			172	13	7		20
Canada Southern	18,520	2,829	73,778	95,127	826	1,715	48,740	51,281
Canadian Govt. Railways—Intercolonial	10,982	11,970		22,952	24,023	17,515		41,538
" " " P. E. Island	2,533	85		2,618	4,046	217		4,263
Canadian Northern	2,965	788	3,381	7,134	2,604	618	212	3,434
" " Ontario	1,238	1,452		2,690	33	390		423
" " Quebec		1,434		1,434	3,347	6,040		9,387
Canadian Pacific	26,844	3,791	37,038	67,673	40,912	14,162	6,176	61,250
Cape Breton					95			95
Caraquet	43	261		304	6,805			6,805
Central Ontario	1,041	111		1,152	5	7		12
Crow's Nest Southern			59	59				
Cumberland		62		62		1		1
Dominion Atlantic	130	17	29	176	2,993	152	4	3,149
Eastern British Columbia								
Elgin and Havelock	26	29		55	10	10		20
Essex Terminal								
Esquimalt and Nanaimo	279	435		714	1,187	68		1,255
Fredericton and Grand Lake								
Grand Trunk	28,469	1,559	33,835	63,863	953	4,872	12,725	18,550
" (Canada Atlantic)	829	2,125	399	3,353	36	1,959	1,358	3,353
Grand Trunk Pacific					448	243	18	709
Halifax and Southwestern	647	695		1,342	11,363	208	9	11,580
Hereford	37	8	10	55		7	1	8
Inverness Ry. and Coal Co	27	8		35	1,757	417		2,174
Irondale, Bancroft and Ottawa	65	4		69	1			1
International of New Brunswick	207	84		291	24	16		40

Kent Northern					789			789
Kettle Valley								
Lotbiniere and Megantic	12	53		65	29	11		40
London and Port Stanley	5	6		11		1		1
Maine Central								
Manitoba Great Northern		33	16	49		48	15	63
Maritime Coal, Ry. and Power Co	3	51		54	1	8		9
Massawippi Valley	358		39	397	1	155	19	175
Moncton and Buctouche								
Midland Ry. Co. of Manitoba		88	191	279		646	237	883
Montreal and Atlantic		8,183	496	8,679		6,497	1,047	7,544
Montreal and Province Line					7	2		9
Montreal and Vermont Jct		83		83	12	62		74
Morrissey, Fernie and Michel								
National Transcontinental						18		18
Napierville Jct					18	112		130
Nelson and Fort Sheppard								
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island					900			900
New Westminster Southern								
Northern New Brunswick and Seaboard		3		3		10		10
North Shore								
Ottawa and New York	80	2	1	83	59	18		77
Pere Marquette	68	29		97	36	13		49
Quebec Central								
Quebec and Lake St. John		562		562	3,390			3,390
Quebec, Montreal and Southern					42	14		56
Quebec Oriental	40	64		104	387	3,589		3,976
Quebec Ry. Light and Power Co	275			275	27			27
Roberval-Saguenay								
Red Mountain								
Rutland and Noyan			33	33				
Salisbury and Albert								
Schomberg and Aurora								
Stanstead, Shefford and Chambly		78		78		54		54
St. Clair Tunnel								
St. Lawrence and Adirondack	57	56	1,729	1,842	799	5,099	64	5,962
St. Martins								
Sydney and Louisburg	210	1,246		1,456	112	101		213
Temiscouata	237	13		250	103	60		163
Temiskaming and Northern Ontario	30	438		468	12	110		122
Thousand Islands								
Toronto, Hamilton and Buffalo	2,486	2,233		4,719	106	1,657		1,763
Vancouver, Victoria and Eastern	112	12	428	552	5,081		495	5,576
Victoria Terminal Ry. and Ferry Co	56	408		464	24	145		169
Victoria and Sydney, B.C	22	434		456	48	116		164
Wabash (in Canada)			61,114	61,114	464		37,370	37,834
Wellington Colliery Co								
York and Carleton								
Final total	104,001	42,030	212,576	358,607	117,056	67,188	108,490	292,734

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*							
	WOOL.				HIDES AND LEATHER.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay						45		45
Algoma Eastern								
Atlantic, Quebec and Western	3	5		8	16	28		44
Bay of Quinte					43	49		92
Bedlington and Nelson					50			50
Brandon, Saskatchewan and Hudson Bay								
British Yukon								
Brockville, Westport and North Western					19			19
Canada and Gulf Terminal	13			13	45	1		46
Canada Southern	134	194	12,509	12,837	2,513	2,711	22,394	27,618
Canadian Govt. Railways—Intercolonial	1,213	1,174		2,387	7,763	1,235		8,998
" " " P. E. Island	45			45	736	30		766
Canadian Northern					1,428	203	89	1,720
" " Ontario					744	296		1,040
" " Quebec					674	1,001		1,675
Canadian Pacific	3,628	2,563	950	7,141	24,032	12,060	14,944	51,036
Cape Breton	2			2	16			16
Caraquet					47			47
Central Ontario					249	12		261
Crow's Nest Southern								
Cumberland					1	8		9
Dominion Atlantic					549	101		650
Eastern British Columbia								
Elgin and Havelock	1	1		2	26	10		36
Essex Terminal								
Esquimalt and Nanaimo					73	598		671
Fredericton and Grand Lake								
Grand Trunk	1,481	639	5,642	7,762	23,818	8,121	18,734	50,673
" (Canada Atlantic)	61	373	2	436	719	2,153	640	3,512
Grand Trunk Pacific	107			107	1,462	204	43	1,709
Halifax and Southwestern	16			16	184	3		187
Hereford	4		6	10	9			9
Inverness Ry. and Coal Co.	19	3		22	83	1		84
Irondale, Bancroft and Ottawa					19	3		22
International of New Brunswick					2			2
Kent Northern								
Kettle Valley								

Klondike Mines								
Lotbiniere and Megantic	4	2		6	243	10		253
London and Port Stanley	3	3		6				
Maine Central							19	19
Manitoba Great Northern					47	1,001		1,048
Maritime Coal, Ry. and Power Co.	1			1	4			4
Massawippi Valley	5	6	12	23	171	531	52	754
Moncton and Buctouche								
Midland Ry. Co. of Manitoba			15	15	303	38	32	373
Montreal and Atlantic	415	122	547	1,084	648	16,785	1,282	18,715
Montreal and Province Line					125	544		669
Montreal and Vermont Jct.						114		114
Morrissey, Fernie and Michel								
National Transcontinental						12		12
Napierville Jct.			15	15		233		233
Nelson and Fort Sheppard						50		50
New Brunswick Coal and Ry. Co.								
New Brunswick and P. E. Island								
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	2		24	26	79	58		137
Pere Marquette	47	28	12	87	7			7
Quebec Central								
Quebec and Lake St. John					96	132		228
Quebec, Montreal and Southern					17	26		43
Quebec Oriental					3	6		9
Quebec Ry., Light and Power Co.	1			1	136	40		176
Roberval-Saguenay								
Red Mountain								
Rutland and Noyan					4		1	5
Salisbury and Albert								
Schomberg and Aurora								
Stanstead, Shefford and Chambly	106			106				
St. Clair Tunnel								
St. Lawrence and Adirondack	7	9	10	26	158	869	305	1,332
St. Martins								
Sydney and Louisburg					12	62		74
Temiscouata	3			3	84	2		86
Temiskaming and Northern Ontario								
Thousand Islands								
Toronto, Hamilton and Buffalo	93	260		353	409	1,776		2,185
Vancouver, Victoria and Eastern	108		27	135	413	27	144	584
Victoria Terminal Ry. and Ferry Co.						1		1
Victoria and Sydney, B.C.					1	1		2
Wabash (in Canada)			5,974	5,974	222		5,274	5,496
Wellington Colliery Co.								
York and Carleton	169	49		218				
Final total	7,691	5,431	25,745	38,867	68,502	51,191	63,953	183,646

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Con.*				PRODUCTS OF MINES.			
	OTHER PRODUCTS OF ANIMALS.				ANTHRACITE COAL.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay						692		692
Algoma Eastern						2,339		2,339
Atlantic, Quebec and Western	19	67		86		150		150
Bay of Quinte						3,032		3,032
Bedlington and Nelson	15			15				
Brandon, Saskatchewan and Hudson Bay					30		3,755	3,785
British Yukon	340			340				
Brockville, Westport and North Western						1,186		1,186
Canada and Gulf Terminal	1			1	2	258		260
Canada Southern	12,215	3,640	85,916	101,771			1,209,232	1,209,232
Canadian Govt. Railways—Intercolonial	7,557	1,546		9,103	16,797	27,357		44,154
" " " P. E. Island	1,112	2		1,114	758			758
Canadian Northern					104,660	97,266	4,311	206,237
" " Ontario						15,184		15,184
" " Quebec								
Canadian Pacific	99,414	53,640	10,690	163,744	197,802	940,652	38,897	1,177,351
Cape Breton						1,131		1,131
Caraquet	9	101		110				
Central Ontario						5,007		5,007
Crow's Nest Southern			88	88				
Cumberland								
Dominion Atlantic	15,530	3,276	97	18,903				
Eastern British Columbia								
Elgin and Havelock	207	43		250		256		256
Essex Terminal						1,150		1,150
Esquimalt and Nanaimo	404	1,025		1,429	519	32		551
Fredericton and Grand Lake								
Grand Trunk	33,284	6,343	43,892	83,519	77,609	106,647	1,798,815	1,983,071
" (Canada Atlantic)	1,679	859	31	2,569	3,985	135,343		139,328
Grand Trunk Pacific								
Halifax and Southwestern	369	9		378	722	832		1,554
Hereford	553	8	24	585		72		72
Inverness Ry. and Coal Co.						37		37
Irondale, Bancroft and Ottawa						170		170
International of New Brunswick					1	1		2
Kent Northern						1,024		1,024

Kettle Valley									
Klondike Mines									
Lotbiniere and Megantic	316	134		450					
London and Port Stanley	53	22		75				69,375	69,375
Maine Central								47	47
Manitoba Great Northern	322		122	444				3,717	3,717
Maritime Coal, Ry. and Power Co									
Massawippi Valley	52	21	32	105				2,751	2,751
Moncton and Buctouche									
Midland Ry. Co. of Manitoba	369		938	1,307				16,442	16,442
Montreal and Atlantic	940	7,113	377	8,430	162	10,863		1,844	12,869
Montreal and Province Line	714	176		890		19,521		7,619	27,140
Montreal and Vermont Jct	468	9,150		9,618				20,421	20,421
Morrissey, Fernie and Michel									
National Transcontinental									
Napierville Jct								225,112	225,112
Nelson and Fort Sheppard	11		150	161					
New Brunswick Coal and Ry. Co									
New Brunswick and P. E. Island									
New Westminster Southern		30		30					
Northern New Brunswick and Seaboard									
North Shore									
Ottawa and New York	1,517	1,158	7	2,682	159			43,647	43,806
Pere Marquette	319	95	164	578				352,660	352,660
Quebec Central						4,979			4,979
Quebec and Lake St. John									
Quebec, Montreal and Southern					40	5,361		30,629	36,030
Quebec Oriental	21	16		37		150			150
Quebec Ry. Light and Power Co	165			165	515				515
Roberval-Saguenay					13				13
Red Mountain			12	12				1,284	1,284
Rutland and Noyan	4	15	5	24					
Salisbury and Albert						90			90
Schomberg and Aurora	150			150					
Stanstead, Shefford and Chambly	584	9,333		9,917		30,130		11,660	41,790
St. Clair Tunnel									
St. Lawrence and Adirondack	1,077	539	1,872	3,488		262		274,956	275,218
St. Martins									
Sydney and Louisburg	2	15		17					
Temiscouata					17	65			82
Temiskaming and Northern Ontario	66	222		288	1,800	13,525		10,062	25,387
Thousand Islands						177			177
Toronto Hamilton & Buffalo	1,978	11,562		13,540		328,268			328,268
Vancouver, Victoria and Eastern	825	59	4,516	5,400					
Victoria Terminal Ry.and Ferry Co	14	360		374					
Victoria and Sydney, B.C	330	23		353					
Wabash (in Canada)	685		14,719	15,404				335,727	335,727
Wellington Colliery Co									
York and Carleton									
Final total	183,690	110,602	163,652	457,944	405,591	1,753,209	4,465,963		6,624,763

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Continued.*							
	BITUMINOUS COAL.				COKE.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	1,243	14,508		15,751				
Algoma Eastern	2,220	3,300		5,520		20		20
Atlantic, Quebec and Western		5,790		5,790		206		206
Bay of Quinte		25,564		25,564	155	9,306		9,461
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			4,671	4,671			17	17
British Yukon	220			220				
Brockville, Westport and North Western		827		827		45		45
Canada and Gulf Terminal								
Canada Southern		5,748	629,814	635,562	1,905	30	265,000	266,935
Canadian Govt. Railways—Intercolonial	785,077	419,023		1,204,100	24,524	6,883		31,407
" " " P. E. Island	13,159			13,159	6			6
Canadian Northern	835,575	160,340	46,449	1,042,364	549	997	314	1,860
" " Ontario		80,750		80,750	4,245	2,239		6,484
" " Quebec		97,045		97,045				
Canadian Pacific	1,665,731	784,623	80,643	2,530,997	246,161	151,648	5,858	403,667
Cape Breton								
Caraquet	42	4,185		4,227				
Central Ontario		21,705		21,705		2,158		2,158
Crow's Nest Southern	10,861	42,093		52,954	166,083	37		166,120
Cumberland	310,098			310,098				
Dominion Atlantic	2,905	25,024		27,929				
Eastern British Columbia	68,321			68,321				
Elgin and Havelock								
Essex Terminal	14,600			14,600				
Esquimalt and Nanaimo	52,625	54		52,679		656		656
Fredericton and Grand Lake								
Grand Trunk	169,802	207,474	2,018,342	2,395,618	28,781	20,549	237,959	287,289
" (Canada Atlantic)	2,278	121,812		124,090		1,071		1,071
Grand Trunk Pacific	209,594	16,871	1,800	228,265				
Halifax and Southwestern	1,534	15,528		17,062	20			20
Hereford	231	409	3,842	4,482				
Inverness Ry. and Coal Co	254,999	94		255,093				
Irondale, Bancroft and Ottawa		168		168				
International of New Brunswick	47			47				
Kent Northern								

Kettle Valley		1,513		1,513				
Klondike Mines								
Lotbiniere and Megantic								
London and Port Stanley			482,807	482,807				
Maine Central			37,479	37,479				
Manitoba Great Northern			7,183	7,183			21	21
Maritime Coal Ry. and Power Co	202,771			202,771				
Massawippi Valley		176	3,715	3,891			457	457
Moncton and Buctouche	173			173				
Midland Ry. Co. of Manitoba			16,955	16,955			471	471
Montreal and Atlantic		9,161		9,161		3,712		3,712
Montreal and Province Line	5,119	442		5,561				
Montreal and Vermont Jct		683		683				
Morrissey, Fernie and Michel	805,000			805,000				
National Transcontinental		16,222		16,222				
Napierville Junction			19,847	19,847			195	195
Nelson and Fort Sheppard			2,972	2,972			26	26
New Brunswick, Coal and Ry. Co	35,862			35,862				
New Brunswick and P. E. Island		3,300		3,300		300		300
New Westminster Southern	528	1,140		1,668		31		31
Northern New Brunswick and Seaboard		961		961				
North Shore	1,156			1,156				
Ottawa and New York	62		138,158	138,220	8		1,213	1,221
Pere Marquette			1,336,140	1,336,140	296	156	35	487
Quebec Central		11,617		11,617				
Quebec and Lake St. John		83,242		83,242				
Quebec, Montreal and Southern		2,463	1,429	3,892		764	23	787
Quebec Oriental		14,480		14,480		206		206
Quebec Ry., Light and Power Co	12,805			12,805		3		3
Roberval-Saguenay	6			6				
Red Mountain							37	37
Rutland and Noyan								
Salisbury and Albert		2,242		2,242				
Schomberg and Aurora		1,172		1,172				
Stanstead, Shefford and Chambly		1,514		1,514				
St. Clair Tunnel								
St. Lawrence and Adirondack	678	1,848	289,361	291,887		1,349	26,106	27,455
St. Martins		120		120				
Sydney and Louisburg	4,683,970			4,683,970	360			360
Temiscouata	79	282		361				
Temiskaming and Northern Ontario	20,050	29,289	62,810	112,149	216	244	1,002	1,462
Thousand Islands		1,709		1,709		188		188
Toronto, Hamilton and Buffalo		365,071		365,071		221,782		221,782
Vancouver, Victoria and Eastern	24,034	156	17,590	41,780	14		99,738	99,752
Victoria Terminal Ry. and Ferry Co	102	304		406				
Victoria and Sydney, B.C		400		400				
Wabash (in Canada)		672	78,927	79,599			8,024	8,024
Wellington Colliery Co	307,214			307,214				
York and Carleton					7,763	46		7,809
Final total	10,481,052	2,622,391	5,281,376	18,384,819	481,086	424,626	646,496	1,552,208

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Continued.*							
	ORES.				STONE, SAND AND OTHER LIKE ARTICLES.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	126,180			126,180	44,187			44,187
Algoma Eastern	625,692			625,692	42,015			42,015
Atlantic, Quebec and Western					150	395		545
Bay of Quinte	15,334	274		15,608	3,127	953		4,080
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon	25,202			25,202	6			6
Brockville, Westport and North Western					425	95		520
Canada and Gulf Terminal								
Canada Southern		6,195	42,746	48,941	157,349	30,774	162,720	350,843
Canadian Govt. Railways—Intercolonial	2,488	41,907		44,395	193,544	22,695		216,239
" " " P. E. Island					2,140	13		2,153
Canadian Northern	67,810	52	788	68,650	566,985	16,359	8,133	591,477
" " Ontario	300,129	89,350		389,479	25,750	3,000		28,750
" " Quebec	2,991	10,714		13,705	189,596	10,503		200,099
Canadian Pacific	1,377,532	93,977	31,914	1,503,423	2,023,763	229,035	52,708	2,305,506
Cape Breton								
Caraquet					1,668			1,668
Central Ontario	37,498	4,100		41,598	1,339	1,180		2,519
Crow's Nest Southern					172		172	344
Cumberland					13	26		39
Dominion Atlantic					37,810	5,651	41	43,502
Eastern British Columbia					50			50
Elgin and Havelock								
Essex Terminal					300	3,350		3,650
Esquimalt and Nanaimo					2,369	250		2,619
Fredericton and Grand Lake								
Grand Trunk	297,535	120,608	36,040	454,183	1,203,207	156,304	221,164	1,580,675
" (Canada Atlantic)	934	2,528		3,462	670	58,125	1,737	60,532
Grand Trunk Pacific	80,986	20		81,006	81,769	1,773	5,500	89,042
Halifax and Southwestern	7,146	112		7,258	1,206	34	17	1,257
Hereford			2	2	348	111	68	527
Inverness Ry. and Coal Co	6			6	26	659		685
Irondale, Bancroft and Ottawa	157	2,083		2,240	43	9		52
International of New Brunswick					35			35
Kent Northern								

Kettle Valley	349		14,612	14,961				
Klondike Mines								
Lotbiniere and Megantic					1,418			1,418
London and Port Stanley					504	246		750
Maine Central							5,095	5,095
Manitoba Great Northern							4,523	4,523
Maritime Coal, Ry. and Power Co					80	3,368		3,448
Massawippi Valley	38,656		4,195	42,851	27,802	7,434	13,648	48,884
Moncton and Buctouche					4,025			4,025
Midland Ry. Co. of Manitoba			18	18			4,107	4,107
Montreal and Atlantic	56	1,665	3,066	4,787	256	6,194	32,107	38,557
Montreal and Province Line	20			20	670	292		962
Montreal and Vermont Jct					378	1,374	5,022	6,774
Morrissey, Fernie and Michel						100		100
National Transcontinental		34		34	156			156
Napierville Junction								
Nelson and Fort Sheppard	6,167			6,167			183	183
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island					6,460			6,460
New Westminster Southern					178	450		628
Northern New Brunswick and Seaboard	63,745			63,745				
North Shore								
Ottawa and New York			1	1	7,501	485	1,603	9,589
Pere Marquette					23,098	14,767	1,715	39,580
Quebec Central	63,447			63,447	5,320			5,320
Quebec and Lake St. John		357		357	17,679	1,260		18,939
Quebec, Montreal and Southern		389		389	45,205	8,991	129	54,325
Quebec Oriental					30	395		425
Quebec Ry., Light and Power Co	48	50		98	147,377	304		147,681
Roberval-Saguenay					120			120
Red Mountain			16,048	16,048				
Rutland and Novan		125		125	15	107	7,466	7,588
Salisbury and Albert					45			45
Schomberg and Aurora								
Stanstead, Shefford and Chambly					271	3,051	4,550	7,872
St. Clair Tunnel								
St. Lawrence and Adirondack	18	405		423	151	1,535	1,124	2,810
St. Martins					160			160
Sydney and Louisburg					18,162	10,070		28,232
Temiscouata					1			1
Temiskaming and Northern Ontario	60,571	1,660		62,231	27,637	2,079	68	29,784
Thousand Islands					3,711	359		4,070
Toronto, Hamilton and Buffalo		8,519		8,519	78,303	36,151		114,454
Vancouver, Victoria and Eastern	759,448		75,724	835,172	2,956		3,738	6,694
Victoria Terminal Ry. and Ferry Co					20	77		97
Victoria and Sydney, B.C						97		97
Wabash (in Canada)			322	322	807	6,234	27,061	34,102
Wellington Colliery Co								
York and Carleton								
Final total	3,960,145	385,124	225,476	4,570,745	5,000,558	646,714	564,399	6,211,671

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Con.*				PRODUCTS OF FORESTS.			
	OTHER PRODUCTS OF MINES.				LUMBER.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	1,219			1,219	5,969	1,600		7,569
Algoma Eastern					4,500			4,500
Atlantic, Quebec and Western					2,108	1,186		3,294
Bay of Quinté	76	416		492	9,797	9,828		19,625
Bedlington and Nelson					826		462	1,288
Brandon, Saskatchewan and Hudson Bay					5		4,225	4,230
British Yukon					3,613			3,613
Brockville, Westport and North Western					1,055	691		1,746
Canada and Gulf Terminal	1			1	8,865	122		8,987
Canada Northern	82,209	4,559	85,801	172,569	14,239	25,730	231,842	271,811
Canadian Govt. Railways—Intercolonial	24,737	2,812		27,549	656,818	112,349		769,167
" " " P. E. Island	1,405	32		1,437	11,202	142		11,344
Canadian Northern					809,781	117,599	42,637	970,017
" " Ontario	248	1,119		1,367	76,511	21,156		97,667
" " Quebec	2,079	3,466		5,545	64,005	8,644		72,649
Canadian Pacific	125,467	79,519	17,483	222,469	1,888,948	467,233	281,780	2,637,961
Cape Breton					885	348		1,233
Caraquet					8,917	129		9,046
Central Ontario	549	1,023		1,572	51,986	8,231		40,217
Crow's Nest Southern					32,491	45	7,407	39,943
Cumberland					29,060	3,489		32,549
Dominion Atlantic	553	816		1,369	64,430	5,602		70,032
Eastern British Columbia					44,545	809		45,354
Elgin and Havelock					8,807			8,807
Essex Terminal	12,000	16,000		28,000	100	4,950		5,050
Esquimalt and Nanaimo	352	227		579	121,377	442		121,819
Fredericton and Grand Lake								
Grand Trunk	40,088	36,205	35,159	111,452	586,663	354,309	313,782	1,254,754
" (Canada Atlantic)	448	19,586	1,079	21,113	230,158	65,475	414	296,047
Grand Trunk Pacific					90,934	53,391	6,588	150,913
Halifax and South Western	193	134		327	89,552	460	2	90,014
Hereford	8	21		29	9,292	71	45	9,408
Inverness Ry. and Coal Co	957			957	127	2,816		2,943
Irondale, Bancroft and Ottawa					5,474	25		5,499
International of New Brunswick					42,738	993		43,731
Kent Northern					439			439

Kettle Valley					103		3,612	3,715
Klondike Mines					230			230
Lotbinière and Megantic					12,290			12,290
London and Port Stanley						125	2,439	2,564
Maine Central			2,595	2,595			12,729	12,729
Manitoba Great Northern					594	311	5,758	6,663
Maritime Coal, Ry. and Power Co.					426	2,223		2,649
Massawippi Valley	13,787	11,047	5,681	30,515	2,838	141,344	2,070	146,252
Moncton and Buctouche					4,000			4,000
Midland Ry. Co of Manitoba			534	534	146	1,697	35,594	37,437
Montreal and Atlantic	983	3,416	2,060	6,459	18,181	57,750	10,985	86,916
Montreal and Province Line	298	383		681	1,214	15,466		16,680
Montreal and Vermont Jct	2,111		920	3,031	458	17,772	710	18,940
Morrissey, Fernie and Michel						21,177		21,177
National Transcontinental		1,289		1,289	15,360			15,360
Napierville Junction		376	4,617	4,993	47	3,912	523	4,482
Nelson and Fort Sheppard					7,339		328	7,667
New Brunswick Coal and Ry. Co.					14,644			14,644
New Brunswick and P. E. Island					26,000			26,000
New Westminster Southern	34			34	14,799	10,270		25,069
Northern New Brunswick and Seaboard					59	16		75
North Shore					250			250
Ottawa and New York	225	3,787	211	4,223	4,033	20,907	686	25,626
Père Marquette	1,195	679	82	1,956		9,207	15,938	25,145
Quebec Central	111,219			111,219	98,010			98,010
Quebec and Lake St. John		8,279		8,279	71,246	2,414		73,660
Quebec, Montreal and Southern					7,558	30,997	41	38,596
Quebec Oriental					9,877	2,613		12,490
Quebec Ry., Light and Power Co.					4,969	405		5,374
Roberval-Saguenay					329			329
Red Mountain					589		6,451	7,040
Rutland and Noyan	1		232	233	65	32,312	583	32,760
Salisbury and Albert	24,277			24,277	6,210	907		7,117
Schomberg and Aurora		55		55	1,387			1,387
Stanstead, Shefford and Chambly		142	475	617	468	24,871	531	25,870
St. Clair Tunnel								
St. Lawrence and Adirondack	338	8,028	928	9,294	4,428	91,332	3,510	99,270
St. Martins					7,140			7,140
Sydney and Louisburg	406	1,896		2,302	14,589	52,114		66,703
Temiscouata					177,346	10,419		187,765
Temiskaming and Northern Ontario	174	244	30	448	248,834	4,661	743	254,238
Thousand Islands					83	2,977		3,060
Toronto, Hamilton and Buffalo	469	19,513		19,982	6,661	48,459		55,120
Vancouver, Victoria and Eastern	4,972		23	4,995	111,206	10,620	24,951	146,777
Victoria Terminal Ry. and Ferry Co.					1,449	2,324		3,773
Victoria and Sydney, B.C.					2,303	2,201		4,504
Wabash (in Canada)	1,258	217	78,342	79,817	180	2,163	46,420	48,763
Wellington Colliery Co.								
York and Carleton								
Final total	454,336	225,286	256,252	915,874	5,854,155	1,891,831	1,063,586	8,809,572

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914 *Continued.*

Name of Railway.	PRODUCTS OF FORESTS *Con.*				MANUFACTURES.			
	OTHER PRODUCTS OF FORESTS.				PETROLEUM AND OTHER OILS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	116,672	1,243		117,915	26			26
Algoma Eastern	12,367	3,672		16,039	190			190
Atlantic, Quebec and Western	100	59		159	5	417		422
Bay of Quinte	13,633	47,574		61,207	180	166		346
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	295	51		346			14	14
British Yukon					380			380
Brockville, Westport and North Western	164	1,159		1,323	143	104		247
Canada and Gulf Terminal	10,069	9		10,078	2	117		119
Canada Southern	5,680	16,049	41,772	63,501	14,625	7,771	42,404	64,800
Canadian Govt. Railways—Intercolonial	409,413	106,901		516,314	25,003	12,207		37,210
" " " P. E. Island	2,404	3		2,407	1,995	64		2,059
Canadian Northern	402,832	4,847	1,351	409,030	30,588	16,976	9,245	56,809
" " Ontario	142,790	27,715		170,505	3,976	688		4,664
" " Quebec	258,111	95,845		353,956		4,752		4,752
Canadian Pacific	1,391,024	254,030	50,946	1,696,000	129,621	126,009	29,812	285,442
Cape Breton								
Caraquet	639			639	159	244		403
Central Ontario	110,662	10,839		121,501	31	1,315		1,346
Crow's Nest Southern							238	238
Cumberland	120			120		162		162
Dominion Atlantic	7,447	90		7,537	2,238	320		2,558
Eastern British Columbia	5,935	20		5,955				
Elgin and Havelock	153	39		192		57		57
Essex Terminal		3,340		3,340		1,150		1,150
Esquimalt and Nanaimo	86,597	1,614		88,211	6,900	3,742		10,642
Fredericton and Grand Lake								
Grand Trunk	464,866	648,364	28,644	1,141,874	134,143	12,247	125,779	272,169
" (Canada Atlantic)	212,017	27,995	499	240,511	255	10,588	1,442	12,285
Grand Trunk Pacific					14,688	1,012	298	15,998
Halifax and South Western	69,027	408	15	69,450	4,798	391	1	5,190
Hereford	100,022	127,855		227,877	4	79	264	347
Inverness Ry. and Coal Co	13,713	137		13,850	42	255		297
Irondale, Bancroft and Ottawa	18,173	13		18,186		24		24
International of New Brunswick	34,717	821		35,538	89	17		106
Kent Northern	354			354		120		120

Kettle Valley	1,004		5,192	6,196			28	28
Klondike Mines	41,606			41,606				
Lotbinière and Megantic	21,763			21,763	3	232	132	367
London and Port Stanley	121	61		182	141	14		155
Maine Central			45,055	45,055			180	180
Manitoba Great Northern	2,053	24	90	2,167			186	186
Maritime Coal, Ry. and Power Co						203		203
Massawippi Valley	18,229	117,975	8,514	144,518		2,335	1,556	3,891
Moncton and Buctouche	6,107			6,107				
Midland Ry. Co. of Manitoba			63	63	15		8,313	8,328
Montreal and Atlantic	22,417	27,960	9,323	59,700	177	15,457	525	16,159
Montreal and Province Line		896		896		444		444
Montreal and Vermont Jct		7,616		7,616				
Morrissey, Fernie and Michel						30		30
National Transcontinental	11,181			11,181		42		42
Napierville Junction		51,367		51,367		20	2,845	2,865
Nelson and Fort Sheppard	279			279			328	328
New Brunswick Coal and Ry. Co	854			854				
New Brunswick and P. E. Island	1,300			1,300		70		70
New Westminster Southern	544	823		1,367	20	693		713
Northern New Brunswick and Seaboard	5,604			5,604		18		18
North Shore								
Ottawa and New York	10,077	29,528	3,540	43,145	249	39	613	901
Père Marquette	1,406	630	302	2,338	373	125	204	702
Quebec Central	499,165			499,165		6,761		6,761
Quebec and Lake St. John	197,338	56,980		254,318		1,415		1,415
Quebec, Montreal and Southern	4,108	234,721		238,829		1,561		1,561
Quebec Oriental	3,591	125		3,716	29	417		446
Quebec, Ry., Light and Power Co	25,905	38		25,943	239	134		373
Roberval-Saguenay	18,635	221		18,856	7			7
Red Mountain	526		3,607	3,933				
Rutland and Noyan		123,781	26	123,807		9,423	128	9,551
Salisbury and Albert					155	53		208
Schomberg and Aurora						21		21
Stanstead, Shefford and Chambly	1,189	3,418		4,607		201		201
St. Clair Tunnel								
St. Lawrence and Adirondack	2,867	18,755	7,259	28,881	1,494	391	4,962	6,847
St. Martins	180			180				
Sydney and Louisburg	820	1,460		2,280	610	3,162		3,772
Temiscouata					78	325		403
Temiskaming and Northern Ontario	105,134	280		105,414	592	2,965		3,557
Thousand Islands		148		148				
Toronto, Hamilton and Buffalo	1,219	12,708		13,927	1,512	20,164		21,676
Vancouver, Victoria and Eastern	7,797	573	2,238	10,608	1,332	210	6,141	7,686
Victoria Terminal Ry. and Ferry Co	165	5,848		6,015	167	710		877
Victoria and Sydney, B.C	5,871	506		6,377	469	357		826
Wabash (in Canada)		788	7,512	8,300			18,654	18,654
Wellington Colliery Co								
York and Carleton		4		4				
Final total	4,908,851	2,077,926	•215,748	7,202,525	377,743	268,986	254,595	901,324

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914.—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	SUGAR.				NAVAL STORES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern	28			28				
Atlantic, Quebec and Western		40		40				
Bay of Quinte	800	120		920				
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	37		601	638				
British Yukon	96			96	20			20
Brockville, Westport and North Western	33	9		42				
Canada and Gulf Terminal	34	155		189				
Canada Southern	5,116	1,107	58,749	64,972	167	18	293	478
Canadian Govt. Railways—Intercolonial	56,539	14,290		70,829	2,924	527		3,451
" " " P. E. Island	1,139	98		1,237	102	59		161
Canadian Northern	12,149	4,502	782	17,433				
" " Ontario	2,345	3,097		5,442				
" " Quebec	4,460	1,685		6,145				
Canadian Pacific	152,907	47,113	1,341	201,361	562	2,232	45	3,139
Cape Breton								
Caraquet	1	213		214				
Central Ontario	90	805		895				
Crow's Nest Southern								
Cumberland		225		225				
Dominion Atlantic	2,015	106		2,121				
Eastern British Columbia								
Elgin and Havelock		29		29				
Essex Terminal								
Esquimalt and Nanaimo	4,345	638		4,983	1,094			1,094
Fredericton and Grand Lake								
Grand Trunk	29,625	112,556	47,868	190,049	169	256		425
" (Canada Atlantic)	56	5,162	15,667	20,885	256	23	4	283
Grand Trunk Pacific	4,777	1,488	717	6,982				
Halifax and Southwestern	318	212		530	592	18		610
Hereford	108	57	16	181		21	3	24
Inverness Ry. and Coal Co	3	31		34		1		1
Irondale, Bancroft and Ottawa	2	69		71				
International of New Brunswick	96	15		111				
Kent Northern		100		100				

Kettle Valley								
Klondike Mines								
Lotbiniere and Megantic								
London and Port Stanley	637	308		945				
Maine Central								
Manitoba Great Northern	54			54				
Maritime Coal, Ry. and Power Co	1	57		58				
Massawippi Valley		184	514	698	29			29
Moncton and Buctouche								
Midland Ry. Co. of Manitoba			363	363			283	283
Montreal and Atlantic	138	17,089	2,991	20,218	14	768		782
Montreal and Province Line		320		320				
Montreal and Vermont Jct			31,320	31,320				
Morrissey, Fernie and Michel								
National Transcontinental		226		226		107		107
Napierville Junction		27		27				
Nelson and Fort Sheppard								
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island		700		700		970		970
New Westminster Southern								
Northern New Brunswick and Seaboard		20		20				
North Shore								
Ottawa and New York	12	38		50	11	48	24	83
Pere Marquette	2,139	1,354		3,493				
Quebec Central		4,917		4,917				
Quebec and Lake St. John	210	1,480		1,690				
Quebec, Montreal and Southern		446		446				
Quebec Oriental		25		25				
Quebec Ry., Light and Power Co	231	20		251	20			20
Roberval-Saguenay	5			5	9			9
Red Mountain								
Rutland and Novan								
Salisbury and Albert		59		59				
Schomberg and Aurora								
Stanstead, Shefford and Chambly		638	30,980	31,618				
St. Clair Tunnel								
St. Lawrence and Adirondack	87	20	47,797	47,904	177	2,377	462	3,016
St. Martins								
Sydney and Louisburg	42	916		958				
Temiscouata	89	96		185				
Temiskaming and Northern Ontario	35	274		309				
Thousand Islands								
Toronto, Hamilton and Buffalo	1,611	6,471		8,082	1	28		29
Vancouver, Victoria and Eastern	1,338		278	1,616	39		165	204
Victoria Terminal Ry. and Ferry Co	46			46		2		2
Victoria and Sydney, B.C		44		44				
Wabash (in Canada)			25,847	25,847			1,975	1,975
Wellington Colliery Co								
York and Carleton								
Final total	283,794	229,651	265,831	779,276	6,486	7,455	3,254	17,195

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	IRON, PIG AND BLOOM.				IRON AND STEEL RAILS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	61			61	29,689			29,689
Algoma Eastern		31		31	50	57		107
Atlantic, Quebec and Western		468		468		205		205
Bay of Quinte	9,371	57		9,428	1,034	185		1,219
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon	60			60				
Brockville, Westport and Northwestern		75		75				
Canada and Gulf Terminal								
Canada Southern	29,053	518	36,999	66,570	5,033	140	33,230	38,403
Canadian Govt. Railways—Intercolonial	164,402	17,666		182,068	118,671	5,027		123,698
" " " P. E. Island	110	83		193	223	29		252
Canadian Northern	3,890	760	3,780	8,430	45,964	35,837	26,431	108,232
" " Ontario	3,978	395		4,373	6,458	13,230		19,688
" " Quebec	20,716	5,795		26,511		6,032		6,032
Canadian Pacific	111,223	94,417	19,850	225,490	77,579	104,638	166,608	342,825
Cape Breton								
Caraquet	20			20				
Central Ontario		3,739		3,739	899	722		1,621
Crow's Nest Southern			346	346				
Cumberland		7		7		206		206
Dominion Atlantic	378	1,289		1,667	333	3,118		3,451
Eastern British Columbia						20		20
Elgin and Havelock					38	49		87
Essex Terminal		59,400		59,400				
Esquimalt and Nanaimo	1,237	2,503		3,740	1,263	451		1,714
Fredericton and Grand Lake								
Grand Trunk	326,041	21,064	168,453	515,558	68,927	12,140	86,443	167,510
" (Canada Atlantic)	731	4,096	28	4,855	1,550	16,303		17,853
Grand Trunk Pacific	3,673	1,444	293	5,410	58,210	563	156	58,929
Halifax and Southwestern	308	73		381	338	223	1	562
Hereford	1	1	1	3	50	2		52
Inverness Ry. and Coal Co	9	33		42		188		188
Irondale, Bancroft and Ottawa						6		6
International of New Brunswick	5	8		13				
Kent Northern		64		64				
Kettle Valley								
Klondike Mines								

Lotbinière and Megantic								
London and Port Stanley		4,927	8,776	13,703	5	93		98
Maine Central			824	824			29	29
Manitoba Great Northern						1,324	98	1,422
Maritime Coal, Ry. and Power Co						148		148
Massawippi Valley	100	66	98	264	167	175	820	1,162
Moncton and Buctouche								
Midland Ry. Co. of Manitoba			421	421			3,172	3,172
Montreal and Atlantic	944	2,578		3,522	564	17,328	118	18,010
Montreal and Province Line						1,849		1,849
Montreal and Vermont Jct								
Morrissey, Fernie and Michel							100	100
National Transcontinental		71		71				
Napierville Jct			839	839			18	18
Nelson and Fort Sheppard							33	33
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island								
New Westminster Southern					1,946	429		2,375
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	4	2	168	174		10	16	26
Pere Marquette		25	16,959	16,984		602	15,250	15,852
Quebec Central		4,303		4,303		1,844		1,844
Quebec and Lake St. John	1,891	2,990		4,881		159		159
Quebec, Montreal and Southern	631	1,834		2,465	33	469		502
Quebec Oriental	75	1,080		1,155		205		205
Quebec Ry., Light and Power Co	447	79		526	192	15		207
Roberval-Saguenay								
Red Mountain							21	21
Rutland and Noyan			60	60		25	414	439
Salisbury and Albert		318		318	60			60
Schomberg and Aurora								
Stanstead, Shefford and Chambly						151		151
St. Clair Tunnel								
St. Lawrence and Adirondack	33	62	4,521	4,616	2		171	173
St. Martins								
Sydney and Louisburg	416	2,786		3,202	12,160	712		12,872
Temiscouata	4	17		21	23	21		44
Temiskaming and Northern Ontario	32	389	22	443	2,105	634	255	2,994
Thousand Islands		561		561		410		410
Toronto, Hamilton and Buffalo	1,501	38,244		39,745	425	28,641		29,066
Vancouver, Victoria and Eastern	53		183	236	819	60	4,703	5,582
Victoria Terminal Ry. and Ferry Co					1	114		115
Victoria and Sydney, B.C						115		115
Wabash (in Canada)		164	9,027	9,191	86		9,473	9,559
Wellington Colliery Co								
York and Carleton								
Final total	631,338	274,482	271,649	1,227,528	434,897	254,904	341,560	1,031,361

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	OTHER CASTINGS AND MACHINERY.				BAR AND SHEET METAL.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	147	1,612		1,759	94	432		526
Algoma Eastern	114	940		1,054		60		60
Atlantic, Quebec and Western	10	860		870		90		90
Bay of Quinte	661	623		1,284	209	230		439
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	295		812	1,107				
British Yukon	2,721			2,721				
Brockville, Westport and Northwestern	75	125		200	94	90		184
Canada and Gulf Terminal	76	304		380		5		5
Canada Southern	37,509	7,805	132,589	177,903	14,488	3,432	248,091	266,011
Canadian Govt. Railways—Intercolonial	44,387	27,663		72,050	72,869	4,429		77,298
" " " P. E. Island	784	153		937	112	71		183
Canadian Northern	28,534	4,131	6,466	39,131	18,401	1,220	4,256	23,877
" " Ontario	8,447	6,490		14,937	6,171	3,146		9,317
" " Quebec	4,041	5,211		9,252				
Canadian Pacific	198,094	154,557	31,185	383,836	27,986	126,328	11,774	166,088
Cape Breton	10	46		56				
Caraquet								
Central Ontario	424	576		1,000	951	317		1,268
Crow's Nest Southern	12		172	184				
Cumberland	3	621		624		27		27
Dominion Atlantic	780	2,924	27	3,731	209	183	31	423
Eastern British Columbia		130		130				
Elgin and Havelock	3	8		11				
Essex Terminal	1,600	197		1,797				
Esquimalt and Nanaimo	1,860	1,878		3,738	249	591		840
Fredericton and Grand Lake								
Grand Trunk	129,259	23,359	48,191	200,809	61,482	14,493	14,539	90,514
" (Canada Atlantic)	1,322	14,917	29	16,268	246	4,299	63	4,608
Grand Trunk Pacific	11,711	8,549	2,496	22,756	9,796	2,282	2,131	14,209
Halifax and Southwestern	1,291	796	94	2,181	214	49	12	275
Hereford	67	173	77	317	1	170	29	200
Inverness Ry. and Coal Co	36	707		743		88		88
Irondale, Bancroft and Ottawa	32	84		116				
International of New Brunswick	75	244		319		4		4
Kent Northern		49		49		257		257
Kettle Valley			24	24				
Klondike Mines								

Lotbiniere and Megantic	243	194		437				
London and Port Stanley		56	9,429	9,485		3		3
Maine Central			433	433			101	101
Manitoba Great Northern	106	55	2,083	2,244	11		123	134
Maritime Coal, Ry. and Power Co	53	481		534	1	35		36
Massawippi Valley	535	259	2,062	2,856	78	7	247	332
Moncton and Buctouche								
Midland Ry. Co. of Manitoba	464	14	9,605	10,083	44		5,370	5,414
Montreal and Atlantic	487	4,228	3,804	8,519		834		834
Montreal and Province Line								
Montreal and Vermont Jct								
Morrissey, Fernie and Michel			50	50				
National Transcontinental		883		883		115		115
Napierville Jct	13	81	2,834	2,928			40,495	40,495
Nelson and Fort Sheppard	11		69	80			96	96
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island		120		120		50		50
New Westminster Southern	197	812		1,009		66		66
Northern New Brunswick and Seaboard	6	26		32	1	8		9
North Shore								
Ottawa and New York	237	499	1,077	1,815	146	152	6,818	7,116
Pere Marquette		41,209	38,819	80,028	156	108		264
Quebec Central		3,688		3,688		6,147		6,147
Quebec and Lake St. John	259	1,505		1,764				
Quebec, Montreal and Southern	485	2,123		2,608	63	2,195		2,258
Quebec Oriental	35	1,260		1,295		105		105
Quebec Ry., Light and Power Co	742	449		1,191	112	2		114
Roberval-Saguenay	219	271		490	87			87
Red Mountain			148	148			19	19
Rutland and Noyan		79	253	332			386	386
Salisbury and Albert		208		208				
Schomberg and Aurora								
Stanstead, Shefford and Chambly								
St. Clair Tunnel								
St. Lawrence and Adirondack	1,159	891	5,301	7,351	853	1,733	4,645	7,231
St. Martins		80		80				
Sydney and Louisburg	1,260	7,614		8,874	12	2,610		2,622
Temiscouata	324	420		744	3	17		20
Temiskaming and Northern Ontario	4,368	11,737	1,179	17,284	88	382	179	649
Thousand Islands	1,513	58		1,571		5,368		5,368
Toronto, Hamilton and Buffalo	29,914	54,754		84,668	4,506	135,028		139,534
Vancouver, Victoria and Eastern	1,178	436	6,706	8,320	164		3,213	3,377
Victoria Terminal Ry. and Ferry Co	49	386		435	73	471		544
Victoria and Sydney, B.C	14	403		417	17	525		542
Wabash (in Canada)	61	182	33,367	33,610	200		23,025	23,225
Wellington Colliery Co								
York and Carleton					76	699		775
Final total	518,312	401,193	339,381	1,258,886	220,263	318,953	365,643	904,859

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914.—*Continued.*

Name of Railway.	MANUFACTURES.—*Continued.*							
	CEMENT, BRICK AND LIME.				AGRICULTURAL IMPLEMENTS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay		2,624		2,624				
Algoma Eastern		605		605				
Atlantic, Quebec and Western	10	4,649		4,659	25	43		68
Bay of Quinte	21,973	3,051		25,024	15	206		221
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay		23	86	109	39		10	49
British Yukon	2			2				
Brockville, Westport and North Western	724	657		1,381	28	141		169
Canada and Gulf Terminal	93	780		873	45	100		145
Canada Southern	19,468	14,542	142,806	146,816	11,321	21,649	22,299	55,269
Canadian Govt. Railways—Intercolonial	61,443	79,696		141,139	6,288	5,845		12,133
" " " P. E. Island	1,640	183		1,823	649	63		712
Canadian Northern	136,270	14,437	12,638	163,345	30,779	3,161	3,129	37,069
" " Ontario	28,475	9,443		37,918	2,360	261		2,621
" " Quebec	83,520	7,387		90,907	206	1,331		1,537
Canadian Pacific	1,027,771	198,945	48,226	1,274,942	91,327	43,605	21,975	156,907
Cape Breton	33	21		54				
Caraquet								
Central Ontario	586	5,995		6,581	52	300		352
Crow's Nest Southern			1,289	1,289				
Cumberland		720		720	1	16		17
Dominion Atlantic	10,483	2,283		12,766	215	2	5	222
Eastern British Columbia		34		34				
Elgin and Havelock					5	27		32
Essex Terminal	1,540	6,050		7,590				
Esquimalt and Nanaimo	12,205	1,075		13,280	289	62		351
Fredericton and Grand Lake								
Grand Trunk	841,924	93,053	144,133	1,079,110	81,555	11,533	27,672	120,760
" (Canada Atlantic)	19,970	22,598	195	42,583	124	2,377	320	2,821
Grand Trunk Pacific	41,909	355	3,689	45,953	1,609	1,527	277	3,413
Halifax and Southwestern	1,545	3,214	2	4,761	917	86	2	1,005
Hereford	41	151	7	199	2	58	9	69
Inverness Ry. and Coal Co	13	462		475	2	39		41
Irondale, Bancroft and Ottawa	9	102		111	4	7		11
International of New Brunswick	62	74		136	7	8		15
Kent Northern		118		118		13		13
Kettle Valley			30	30				
Klondike Mines								

Lotbiniere and Megantic	260	189		449	318	112		430
London and Port Stanley		2,015	10,957	12,972	80	45		125
Maine Central			834	834				
Manitoba Great Northern	135	133	4,081	4,349	61		1,183	1,244
Maritime Coal, Ry. and Power Co	8	1,282		1,290		13		13
Massawippi Valley	592	592	492	1,676	16	1	10	27
Moncton and Buctouche								
Midland Ry. Co. of Manitoba	30		8,257	8,287	122		5,296	5,418
Montreal and Atlantic	495	4,576	529	5,400	117	2,816	635	3,568
Montreal and Province Line		6,943		6,943				
Montreal and Vermont Jct						2,017		2,017
Morrissey, Fernie and Michel		100		100				
National Transcontinental		902		902	13			13
Napierville Jct		229	8,992	9,221		12	163	17
Nelson and Fort Sheppard	63	15	1,095	1,173				
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island		120		120		115		115
New Westminster Southern	2,366	1,510		3,876	79			79
Northern New Brunswick and Seaboard		7		7				
North Shore								
Ottawa and New York	17,341	2,334	1,113	20,788	1	9	33	43
Pere Marquette	916	23,986	27,515	52,417	358	260		618
Quebec Central	22,347			22,347		8,606		8,606
Quebec and Lake St. John	631	16,155		16,786	98	1,025		1,123
Quebec, Montreal and Southern	1,623	9,078	40	10,741		48		48
Quebec Oriental	70	5,801		5,871	73	69		142
Quebec Ry., Light and Power Co	8,247	172		8,419	153			153
Roberval-Saguenay								
Red Mountain			288	288				
Rutland and Noyan		125	265	390			54	54
Salisbury and Albert		170		170		4		4
Schomberg and Aurora		890		890		747		747
Stanstead, Shefford and Chambly	168	3,450		3,618		1,969		1,969
St. Clair Tunnel								
St. Lawrence and Adirondack	888	1,251	10,414	12,553			190	190
St. Martins		40		40				
Sydney and Louisburg	1,016	8,672		9,688	1	1		2
Temiscouata	174	942		1,116	166	107		273
Temiskaming and Northern Ontario	6,453	18,689	46	25,188	10	39		49
Thousand Islands		39		39		1,375		1,375
Toronto, Hamilton and Buffalo	7,777	69,388		77,165	31,414	2,673		34,087
Vancouver, Victoria and Eastern	7,207		12,395	19,602	101		284	385
Victoria Terminal Ry. and Ferry Co	374	3,067		3,441	9	4		13
Victoria and Sydney, B.C	978	2,292		3,270		10		10
Wabash (in Canada)		184	18,619	18,803	224	205	8,590	9,019
Wellington Colliery Co								
York and Carleton								
Final total	2,391,688	658,665	428,833	3,479,186	261,278	114,742	92,136	468,156

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

MANUFACTURES—*Continued.*

Name of Railway.	WAGONS, CARRIAGES, TOOLS, ETC.				WINES, LIQUORS AND BEERS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage
Algoma Central and Hudson Bay	53			53	1,933			1,933
Algoma Eastern		121		121	140			140
Atlantic, Quebec and Western	9	56		65	13	44		57
Bay of Quinte	25	88		113	112	755		867
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			48	48			70	70
British Yukon	3			3	394			394
Brockville, Westport and North Western	52	30		8	57	84		141
Canad and Gulf Terminal	8	5		1	46	55		101
Canada Southern	69,452	1,595	24,723	95,77	3,856	1,061	16,888	21,805
Canadian Govt. Railways—Intercolonial	1,844	5,837		7,68	7,899	2,511		10,410
" " " P. E. Island	349	12		36	201	204		405
Canadian Northern	14,756	2,577	1,476	18,80	14,951	3,007	3,387	21,345
" " Ontario	896	284		1,18	4,764	1,227		5,991
" " Quebec	361	811		1,172	15,526	10,145		25,671
Canadian Pacific	30,946	25,889	2,947	59,782	74,066	39,399	12,214	125,679
Cape Breton								
Caraquet						76		76
Central Ontario	26	265		291	2	866		868
Crow's Nest Southern			7	7			58	58
Cumberland	1	10		11		240		240
Dominion Atlantic	436	22	9	467	182	69		251
Eastern British Columbia		10		10				
Elgin and Havelock		6		6				
Essex Terminal								
Esquimalt and Nanaimo	553	66		619	1,272	1,005		2,277
Fredericton and Grand Lake								
Grand Trunk	11,523	8,535	19,747	39,805	42,898	841	21,269	65,008
" (Canada Atlantic)	2,543	1,008	29	3,580	511	4,725	507	5,743
Grand Trunk Pacific	5,534	2,419	351	8,304	2,912	2,297	525	5,734
Halifax and Southwestern	177	109		286	431	8		439
Hereford	5	16	12	33	347	60	16	423
Inverness Ry. and Coal Co	2	30		32	6	107		113
Irondale, Bancroft and Ottawa		12		12		9		9
International of New Brunswick	85	33		118	33	19		52
Kent Northern		100		100		20		20
Kettle Valley								

Klondike Mines								
Lotbiniere and Megantic	12	38		50	89	19		108
London and Port Stanley		68		68	6	4		10
Maine Central								
Manitoba Great Northern	38	8	277	323	100	122	439	661
Maritime Coal, Ry. and Power Co	4	25		29	1	35		36
Massawippi Valley	90	95	5	190	223	109	100	432
Moncton and Buctouche								
Midland Ry. Co. of Manitoba	13		2,286	2,299			1,220	1,220
Montreal and Atlantic	23	492	60	575	133	3,490		3,623
Montreal and Province Line		476		476				
Montreal and Vermont Jct						160		160
Morrissey, Fernie and Michel								
National Transcontinental	28			28				
Napierville Jct		25	5	30				
Nelson and Fort Sheppard		10		10			53	53
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island						3		3
New Westminster Southern	72	5		77				
Northern New Brunswick and Seaboard	10	2		12		4		4
North Shore								
Ottawa and New York	13	117	15	145	3,771	221	18	4,010
Pere Marquette	372	302	28	702	68	36		104
Quebec Central		2,459		2,459	4,610	1,844		6,454
Quebec and Lake St. John	156	264		420	2,547	2,041		4,588
Quebec, Montreal and Southern	49	41		90	33	445		478
Quebec Oriental	15	108		123	106	153		259
Quebec Ry., Light and Power Co	79	41		120	1,104			1,104
Roberval-Saguenay					21			21
Red Mountain			20	20			119	119
Rutland and Noyan								
Salisbury and Albert		2		2				
Schomberg and Aurora								
Stanstead, Shefford and Chambly						249		249
St. Clair Tunnel								
St. Lawrence and Adirondack	112	152	346	610	540	451	95	1,086
St. Martins		4		4				
Sydney and Louisburg	10	22		32	482	1,800		2,282
Temiscouata	52	59		111	182	582		764
Temiskaming and Northern Ontario	219	120	12	351	510	2,544	45	3,099
Thousand Islands								
Toronto, Hamilton and Buffalo	4,744	3,333		8,077	656	1,597		2,253
Vancouver, Victoria and Eastern	31		1,144	1,175	283	12	1,092	1,387
Victoria Terminal Ry. and Ferry Co	97	274		371	217	158		375
Victoria and Sydney, B.C	19	361		380	28	336		364
Wabash (in Canada)	6,763		10,004	16,767	84		17,925	18,009
Wellington Colliery Co								
York and Carleton								
Final total	152,660	58,849	65,551	275,060	188,346	85,249	76,040	349,635

TABLE 12. SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MANUFACTURES—*Concluded.*							
	HOUSEHOLD GOODS AND FURNITURE.				OTHER MANUFACTURES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	10	11		21	702	4,108		4,810
Algoma Eastern	131			131	2,735	1,319		4,054
Atlantic, Quebec and Western	71	307		378	85	2,841		2,926
Bay of Quinte	126	398		524	19,420	8,158		27,578
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	12		42	54			262	262
British Yukon	2			2	22			22
Brockville, Westport and North Western	227	197		424				
Canada and Gulf Terminal	86	67		153	29	250		279
Canada Southern	6,678	3,143	38,699	48,520	175,631	72,011	990,550	1,238,192
Canadian Govt. Railways—Intercolonial	11,199	5,620		16,819	334,413	62,107		396,520
" " " P. E. Island	601	289		890	7,715	799		8,514
Canadian Northern	45,241	9,663	5,284	60,188	19,247	10,672	30,595	60,514
" " Ontario	2,424	670		3,094	30,436	74,674		105,110
" " Quebec	935	643		1,578	11,074	14,781		25,855
Canadian Pacific	105,761	34,710	10,505	150,976	768,701	481,798	192,994	1,443,493
Cape Breton								
Caraquet	6	152		158		2,828		2,828
Central Ontario	567	337		904	37,150	16,937		54,087
Crow's Nest Southern	10		53	63	15		433	448
Cumberland	11	520		531	300	427		727
Dominion Atlantic	1,800	521	114	2,435	3,819	4,806	284	8,909
Eastern British Columbia						37		37
Elgin and Havelock	9	26		35	44	107		151
Essex Terminal					44,300			44,300
Esquimalt and Nanaimo	1,537	368		1,905	18,548	5,274		23,822
Fredericton and Grand Lake								
Grand Trunk	55,190	5,094	8,250	68,534	472,489	274,270	213,779	960,538
" (Canada Atlantic)	1,206	2,351	74	3,631	71,488	76,024	14,761	162,273
Grand Trunk Pacific	10,355	8,154	1,936	20,445	4,916	9,449	1,077	15,442
Halifax and Southwestern	746	489	64	1,299	5,106	883	8	5,997
Hereford	90	89	51	230	13,133	785	277	14,195
Inverness Ry. and Coal Co	37	87		124				
Irondale, Bancroft and Ottawa	90	113		203				
International of New Brunswick	301	239		540	142	75		217
Kent Northern		50		50		100		100
Kettle Valley			38	38				

Klondike Mines					781			781
Lotbinière and Megantic	446	46		492	359	164		523
London and Port Stanley	51	33		84	98	20		118
Maine Central							70,096	70,096
Manitoba Great Northern	25		158	183	582	585	1,781	2,948
Maritime Coal, Ry. and Power Co	66	44		110				
Massawippi Valley	271	566	99	936	13,121	9,317	1,148	23,586
Moncton and Buctouche						2,490		2,490
Midland Ry. Co. of Manitoba	97	10	2,551	2,658	536	76	10,443	11,055
Montreal and Atlantic	677	2,808	27	3,512	3,040	18,012	171,058	192,110
Montreal and Province Line								
Montreal and Vermont Jct		2,009	1,311	3,320				
Morrissey, Fernie and Michel								
National Transcontinental					68			68
Napierville Jct	20	22	18	60	196	19,458	6,276	25,930
Nelson and Fort Sheppard			81	81			202	202
New Brunswick Coal and Ry. Co					1,567	3,135		4,702
New Brunswick and P. E. Island		50		50		75		75
New Westminster Southern		24		24	546	375		921
Northern New Brunswick and Seaboard	37	9		46	4	54		58
North Shore								
Ottawa and New York	720	234	58	1,012	32,119	35,359	6,350	73,828
Pere Marquette	493	488	36	1,017			32,404	32,404
Quebec Central	3,842	7,376		11,218	51,618	13,523		65,141
Quebec and Lake St. John	207	179		386	8,362	1,308		9,670
Quebec, Montreal and Southern	328	196		524	482	4,485		4,967
Quebec Oriental	175	416		591	1,980	2,870		4,850
Quebec Ry., Light and Power Co	252	119		371	5,532	487		6,019
Roberval-Saguenay	4	10		14	17,989	15,040		33,029
Red Mountain			31	31			154	154
Rutland and Noyan	13	84	19	116	78	5,791	1,213	7,082
Salisbury and Albert	46	37		83	43	934		977
Schomberg and Aurora						74		74
Stanstead, Shefford and Chambly	251	59	1,194	1,504				
St. Clair Tunnel								
St. Lawrence and Adirondack	616	208	333	1,157	6,428	23,040	19,158	48,626
St. Martins		18		18		60		60
Sydney and Louisburg	106	1,610		1,716	2,160	8,614		10,774
Temiscouata	248	75		323				
Temiskaming and Northern Ontario	277	189		466	1,426	6,043	177	7,646
Thousand Islands								
Toronto, Hamilton and Buffalo	2,075	3,378		5,453	43,494	138,643		182,137
Vancouver, Victoria and Eastern	348	12	2,183	2,543	2,376		11,507	13,883
Victoria Terminal Ry. and Ferry Co	88	284		372	315	1,267		1,582
Victoria and Sydney, B.C	24	350		374	72	1,762		1,834
Wabash (in Canada)			30,055	30,055	10,572	748	217,750	229,070
Wellington Colliery Co		4,213		4,213				
York and Carleton								
Final total	257,262	99,464	103,264	459,990	2,247,604	1,439,329	1,994,737	5,681,670

TABLE 12. SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Continued.*

Name of Railway.	MERCHANDISE.				MISCELLANEOUS.			
					OTHER COMMODITIES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	2,407	716		3,123	2,673	3,076		5,749
Algoma Eastern	3,120	700		3,820	23,110	1,314		24,424
Atlantic, Quebec and Western	429	2,931		3,360	245	3,242		3,487
Bay of Quinte	11,536	5,322		16,858				
Bedlington and Nelson	3		18	21	39			39
Brandon, Saskatchewan and Hudson Bay	1,099	29	233	1,361	240	87	709	1,036
British Yukon	2,991			2,991	604			604
Brockville, Westport and North Western					2,052	2,574		4,626
Canada and Gulf Terminal	609	528		1,137				
Canada Southern					23,617	9,840	163,352	196,809
Canadian Govt. Railways—Intercolonial	55,084	142,461		197,545	99,029	73,207		172,236
" " " P. E. Island					16,285	2,749		19,034
Canadian Northern	103,545	28,779	21,931	154,255	166,437	53,207	34,980	254,624
" " Ontario					10,441	87,550		97,991
" " Quebec	8,759	8,324		17,083	41,869	42,054		83,923
Canadian Pacific	1,518,989	419,814	138,130	2,076,933	189,823	89,497	12,267	291,587
Cape Breton					2,373	661		3,034
Caraquet		669		669	13			13
Central Ontario	2,620	1,463		4,083				
Crow's Nest Southern	830	37	626	1,493			195	195
Cumberland	206	478		684	896	3,899		4,795
Dominion Atlantic	2,908	5,621	297	8,826	36,996	10,049	356	47,401
Eastern British Columbia	93	885		978		76		76
Elgin and Havelock	48	59		107	15	65		80
Essex Terminal					1,926	2,000		3,926
Esquimalt and Nanaimo	34,321	17,020		51,341	225	148		373
Fredericton and Grand Lake								
Grand Trunk	586,238	150,964	629,697	1,366,899	689,697	122,870	585,919	1,398,486
" (Canada Atlantic)	44,328	108,082	10,486	162,896	26,884	20,296	6,238	53,418
Grand Trunk Pacific	70,725	18,906	1,766	91,397	90,260	11,115	912	102,287
Halifax and Southwestern					6,826	3,228	66	10,120
Hereford	1,395	785	416	2,596	33	55	19	107
Inverness Ry. and Coal Co	240	3,028		3,268	449	2,602		3,051
Irondale, Bancroft and Ottawa	285	1,787		2,072				
International of New Brunswick	495	286		781	547	269		816
Kent Northern		450		450	100	845		945
Kettle Valley	614	38		652				

Klondike Mines	169			169				
Lotbinière and Megantic					426	114		540
London and Port Stanley	23,409	12,449		35,858	39	23		62
Maine Central			4,298	4,298			61	61
Manitoba Great Northern	573	378	646	1,597	18	411	1,595	2,024
Maritime Coal, Ry. and Power Co					118	732		850
Massawippi Valley	3,448	6,289	9,932	19,669	5,271	1,601	13,425	20,297
Moncton and Buctouche	1,245			1,245	201			201
Midland Ry. Co. of Manitoba	1,208	31	14,440	15,679	1,269	36	10,587	11,892
Montreal and Atlantic	14,948	91,066	84,151	190,165	1,540	12,510	419	14,469
Montreal and Province Line	4,014	10,222	320	14,356	1,276	2,541	151	3,968
Montreal and Vermont Jct	5,714	49,876	33,040	88,630	482	33,785	17,012	51,279
Morrissey, Fernie and Michel	1,000			1,000		4,709		4,709
National Transcontinental	2,074	3,600		5,674	3,500	2,000		5,500
Napierville Junction	206	1,409	2,373	3,988		2,134	4,869	7,003
Nelson and Fort Sheppard	1,692	94	793	2,579	235	10	48	293
New Brunswick Coal and Ry. Co								
New Brunswick and P. E. Island		3,500		3,500	3,010			3,010
New Westminster Southern	1,291	5,552		6,843	2,309	543		2,852
Northern New Brunswick and Seaboard					78	133		211
North Shore								
Ottawa and New York					608	658	594	1,860
Pere Marquette	25,402	40,876	1,204	67,482	4,782	28,589	3,218	36,589
Quebec Central	18,440	57,166		75,606	4,610	18,440		23,050
Quebec and Lake St. John	2,741	6,176		8,917	17,540	4,816		22,356
Quebec, Montreal and Southern	9,112	12,054	8	21,174	312	2,820		3,132
Quebec Oriental	881	3,512		4,393	602	6,135		6,737
Quebec Ry., Light and Power Co					820	353		1,173
Roberval-Saguenay	1,007			1,007	77	436		513
Red Mountain	103		736	839	28			28
Rutland and Noyan	24	3,687	241	3,952	101	9,618	777	10,496
Salisbury and Albert					143	1,002		1,145
Schomberg and Aurora		4		4	45	6,360		6,405
Stanstead, Shefford and Chambly	5,443	25,471	35,716	66,630	1,946	27,910	23,770	53,626
St. Clair Tunnel								
St. Lawrence and Adirondack					682	822	2,019	3,523
St. Martins	27	2,823		2,850				
Sydney and Louisburg	7,160	4,850		12,010	12,166	7,260		19,426
Temiscouata	174	231		405	4,462	4,496		8,958
Temiskaming and Northern Ontario	26,618	32,283	1,035	59,936	3,622	2,850	13	6,485
Thousand Islands					8,196	8,605		16,801
Toronto, Hamilton and Buffalo					28,266	189,161		217,427
Vancouver, Victoria and Eastern	12,376	482	16,048	28,906	3,714	449	6,361	10,524
Victoria Terminnal Ry. and Ferry Co	1,005	1,006		2,011	996	1,331		2,327
Victoria and Sydney, B.C	361	2,017		2,378	1,082	1,646		2,728
Wabash (in Canada)	1,901	1,701	178,372	181,974	1,633		26,208	27,841
Wellington Colliery Co								
York and Carleton					4	24		28
Final total	2,627,683	1,298,967	1,186,953	5,113,603	1,549,913	931,638	916,140	3,397,691

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914.—*Continued.*

Name of Railway.	RECAPITULATION. GRAND TOTAL. Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	336,478	32,610		369,088
Algoma Eastern	716,986	14,942		731,928
Atlantic, Quebec and Western	6,780	27,345		34,125
Bay of Quinte	122,385	122,435		244,820
Bedlington and Nelson	868		480	1,348
Brandon, Saskatchewan and Hudson Bay	44,339	340	17,692	62,371
British Yukon	43,307			43,307
Brockville, Westport and North Western	11,979	15,548		27,527
Canada and Gulf Terminal	22,460	3,887		26,347
Canada Southern	888,488	412,074	6,240,303	7,540,865
Canadian Govt. Railways—Intercolonial	3,477,640	1,604,844		5,082,484
" " " P. E. Island	110,082	6,344		116,426
Canadian Northern	5,560,634	684,570	292,212	6,537,416
" " Ontario	698,214	465,914		1,164,128
" " Quebec	745,758	370,254		1,116,012
Canadian Pacific	20,296,434	5,690,385	1,814,398	27,801,217
Cape Breton	3,468	2,911		6,379
Caraquet	20,503	12,398		32,901
Central Ontario	245,342	109,085		354,427
Crow's Nest Southern	210,555	42,523	12,394	265,472
Cumberland	341,013	18,333		359,346
Dominion Atlantic	266,261	85,398	5,170	356,829
Eastern British Columbia	118,957	2,743		121,700
Elgin and Havelock	10,323	2,061		12,384
Essex Terminal	62,036	114,357		176,393
Esquimalt and Nanaimo	374,737	60,348		435,085
Fredericton and Grand Lake				63,176
Grand Trunk	9,062,258	2,914,508	8,050,689	20,027,455
" (Canada Atlantic)	1,022,256	834,811	60,506	1,917,573
Grand Trunk Pacific	1,611,757	150,004	31,448	1,793,209
Halifax and Southwestern	223,813	42,669	860	267,342
Hereford	127,357	132,893	7,953	268,203
Inverness Ry. and Coal Co	273,285	15,185		288,470
Irondale, Bancroft and Ottawa	24,835	6,243		31,078
International of New Brunswick	83,524	5,348		88,872
Kent Northern	2,866	4,384		7,250
Kettle Valley	2,296	1,748	23,728	27,772
Klondike Mines	42,786			42,786
Lotbinière and Megantic	39,459	2,350	132	41,941
London and Port Stanley	26,128	23,091	588,650	637,869
Maine Central			183,443	183,443
Manitoba Great Northern	36,167	14,047	34,791	85,005
Maritime Coal, Ry. and Power Co	204,070	10,561		214,631
Massawippi Valley	129,176	320,596	77,719	527,491
Moncton and Buctouche	19,726	2,490		22,216
Midland Ry. Co. of Manitoba	5,176	4,838	175,097	185,111
Montreal and Atlantic	104,492	767,640	331,484	1,203,616
Montreal and Province Line	26,537	73,409	8,532	108,478
Montreal and Vermont Jct	16,720	307,282	110,482	434,484
Morrissey, Fernie and Michel	806,000	27,086	150	833,236
National Transcontinental	36,807	26,166		62,973
Napierville Junction	16,733	80,220	327,233	424,186
Nelson and Fort Sheppard	16,042	416	9,881	26,339
New Brunswick Coal and Ry. Co	52,927	5,580		58,507
New Brunswick and P. E. Island	42,390	10,953		53,343
New Westminster Southern	25,261	26,031		51,292
Northern New Brunswick and Seaboard	69,574	1,669		71,243
North Shore	1,550			1,550
Ottawa and New York	85,519	104,312	207,064	396,895
Pere Marquette	63,992	191,050	1,885,281	2,140,323

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1914—*Concluded.*

Name of Railway.	RECAPITULATION. GRAND TOTAL. Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Quebec Central	896,238	189,967	..	1,086,205
Quebec and Lake St. John	334,685	208,340	.....	543,025
Quebec, Montreal and Southern	117,998	335,087	32,305	485,390
Quebec Oriental	20,603	47,434	.....	68,037
Quebec Ry., Light and Power Co	217,821	7,224	.....	225,045
Roberval-Saguenay	38,651	16,381	.....	55,032
Red Mountain	1,046	20	30,019	31,085
Rutland and Noyan	1,651	208,065	13,140	222,856
Salisbury and Albert	32,466	7,640	.....	40,106
Schomberg and Aurora	6,029	9,323	.....	15,352
Stanstead, Shefford and Chambly	22,137	326,966	112,446	461,549
St. Clair Tunnel	.....	.....	.....	.....
St. Lawrence and Adirondack	37,891	195,618	712,535	946,044
St. Martins	7,567	3,710	.....	11,277
Sydney and Louisburg	4,756,769	138,800	.....	4,895,569
Temiscouata	187,613	26,068	.....	213,681
Temiskaming and Northern Ontario	519,394	162,762	77,796	759,952
Thousand Islands	15,088	23,701	.....	38,789
Toronto, Hamilton and Buffalo	278,378	1,913,907	.....	2,192,285
Vancouver, Victoria and Eastern	977,170	13,724	324,497	1,315,391
Victoria Terminal Ry. and Ferry Co	6,761	20,150	.....	26,911
Victoria and Sydney, B.C	12,341	16,296	.....	28,637
Wabash (in Canada)	32,022	17,141	1,753,323	1,802,486
Wellington Colliery Co	307,214	4,948	.....	312,162
York and Carleton	8,618	1,586	.....	10,204
Final total	57,873,657	19,904,087	23,553,833	101,394,753

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1914.

Name of Railway.	Locomotives.					Cars in Passenger Service.									
	Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
Algoma Central and Hudson Bay	8	17	5	30	1	10	4	2					2		18
Algoma Eastern	2	4		6	3	2	1	3							6
Atlantic, Quebec and Western	4	3		7		8		1					2		11
Bay of Quinte	2	8		10	4	5		2					3		10
Bedlington and Nelson		1		1	1	1							1		2
Brandon, Saskatchewan and Hudson Bay	1	1		2	2	2							1		3
British Yukon	1	10		11		10					2		3		15
Brockville, Westport and North Western	2	3		5	3	5	3						1	4	13
Canada and Gulf Terminal	1	1		2		1	1	1					1		4
Canada Southern	63	86	38	187		10	39	7		1			21	5	83
Canadian Government Rys. (Intercolonial)	123	245	26	394		151	36	85	59	16	8	48	100	2	505
" " (Prince Edward Island)	2	22	7	31		19	9	5					13		46
Canadian Northern	105	286	49	440		122	118	25	6	14	6	37	109	4	441
" " Ontario	18	31	5	54	54	31	14	10		4	9		12	1	81
" " Quebec	20	27	5	52	47	24	28	9	10		4		15		90
Canadian Pacific	888	1,066	294	2,248		960	180	108	334	121	39	381	587	5	2,715
Cape Breton		2		2		2							2		4
Caraquet		4		4		3									3
Central Ontario	5	6	1	12	3	4	1	2					4		11
Crow's Nest Southern	1	2		3	3	1							1		2
Cumberland	3	2	1	6		2		2							4
Dominion Atlantic	12	17		29	4	26		11		3	2		16		58
Eastern British Columbia		2		2		2							1		3
Elgin and Havelock	1	1		2		1		1							2
Essex Terminal		2		2											
Esquimalt and Nanaimo	3	17	3	23	11	13	12				4		10	2	41
Fredericton and Grand Lake		4	2	6		1		2							3
Grand Trunk	241	646	132	1,019	10	458	46	91	5	17	16		319	3	955
" (Canada Atlantic)	15	34	4	53		13	7	7			3		7		37
" Pacific	121	148	10	279	6	64	31	15	52	22	15	30	62		291
Halifax and South Western	9	8	1	18	9	17	7	1			2		7		34
Hereford	1	2		3	3	1		2							3
Inverness Railway and Coal Co	1	5	1	7	2	3							1		4
Irondale, Bancroft and Ottawa		2		2	1		1								1
International of New Brunswick	3	3		6		2	1	2					1		6
Kent Northern		3		3				2							2

Kettle Valley			1		1			1							1
Klondike Mines			4		4		1	1							2
Lotbiniére and Megantic			4		4		2	2							4
London and Port Stanley		1	2		3			2	1						3
Maine Central		1	2		3		1		1						2
Manitoba Great Northern		1	2		3	3	2		1				1		4
Maritime Coal, Railway and Power Co		1	3		4				1				1	1	3
Massawippi Valley		7	6		13		9						6		15
Moncton and Buctouche			3		3		3		1						4
Midland Railway Co. of Manitoba		4	3	2	9	9	19						6		25
Montreal and Atlantic		4	8		12			7	11		2		3		23
Montreal and Province Line		1	2		3		2	1							3
Montreal and Vermont Junction		4	11		15		11		4				3		18
Morrissey, Fernie and Michel			5		5			6							6
Napierville Junction			1		1		1	1							2
Nelson and Fort Sheppard		1	1		2	2	1		1						2
New Brunswick Coal and Railway Co			1		1				2						2
New Brunswick and Prince Edward Island		1	2		3		2	1							3
New Westminster Southern			1		1	1	1		1						2
Northern New Brunswick and Seaboard			1		1				1						1
North Shore			1		1		1								1
Ottawa and New York		4	7	1	12	12	7	3	1				1		12
Pere Marquette		10	36	2	48		14	6	2				4		26
Quebec Central		16	15	3	34		14	6	13		2	1	9		45
Quebec and Lake St. John		12	14	3	29	26	14	17	7			2	4	5	49
Quebec, Montreal and Southren		3	10		13		7	4						1	12
Quebec Oriental		4	4		8		1	2						1	4
Quebec Railway, Light and Power Co		2	6		8		4	2	2				2	12	22
Roberval-Saguenay			4		4		2		2						4
Red Mountain			1		1	1	1						1		2
Rutland and Noyan		3	1		4		3		2				2		7
Salisbury and Albert			3		3		1						2		3
Schomberg and Aurora			1		1	1	2								2
Stanstead, Shefford and Chambly		2	4		6		4	2					1		7
St. Clair Tunnel				6	6										
St. Lawrence and Adirondack		4	5		9	5	5	1	1						7
St. Martins			2		2			1	1						2
Sydney and Louisburg		2	16	13	31		3	2	3						8
Temiscouata		5	4		9		2	2	2				2		8
Temiskaming and Northern Ontario		10	29	4	43		17	17	5		3		15		57
Thousand Islands			2		2	1			2						2
Toronto, Hamilton and Buffalo		8	17	9	34		9	2	4				2		17
Vancouver, Victoria and Eastern		4	9	1	14	14	20		5				5		30
Victoria Terminal Railway and Ferry Co															
Victoria and Sidney, B.C		1	2		3		1		1						2
Wabash (in Canada)		11	50	1	62		5		15		4	12	3		39
Wellington Colliery Co				7	7			1							1
York and Carleton			1		1		1								1
Final Total	1,783	3,028	636	5,447	242	2,167	627	491	466	204	130	500	1,378	39	6,002

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased.
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.		
Algoma Central and Hudson Bay	59	562		166			269	1,056	2	82	3	16	49	152	1,226	
Algoma Eastern	27	130		2			97	256		10		2	6	18	280	
Atlantic, Quebec and Western	1	25						26					1	1	38	
Bay of Quinte	14	114						128				2	4	6	144	
Bedlington and Nelson	2							2							4	4
Brandon, Saskatchewan and Hudson Bay	57	8	3	4		5	19	96				1	1	2	101	101
British Yukon	97	74	33	12		4		220	1		1	8	3	13	248	
Brockville, Westport and North Western		6	1					7					9	9	29	
Canada and Gulf Terminal	3	4						7				1		1	12	
Canada Southern	1,485	122	2	9	22			1,640	1		3	70	72	146	1,869	
Canadian Government Railways (Intercolonial)	8,986	3,024	176	1,134	55	190	48	13,613	8	300		136	43	487	14,605	
" " " (P. E. Island)	308	150	28	11	1	3		501		15		3		18	565	
Canadian Northern	18,322	3,614	769	1,734	31	239		24,709	16	32	37	337	997	1,419	26,569	1
" " Ontario	335	292	12	295				934		4	5	23	33	65	1,080	1,047
" " Quebec	271	246	10	374		5		906	1	1	3	34	255	294	1,290	535
Canadian Pacific	67,677	9,108	4,037	3,651	209	1,802	1,606	88,090	54	2,645	87	1,427	3,121	7,334	98,139	
Cape Breton		13						13							17	
Caraquet	5	25						30							33	
Central Ontario	24	163	11	10			48	256	1			3	33	37	304	1
Crow's Nest Southern	249	34	14	17		20	75	409				2	3	5	416	416
Cumberland	2	29		175				206		14	1	1	4	20	230	
Dominion Atlantic	230	226	7	26				489			1	5	55	61	608	116
Eastern British Columbia	9	10						19				1		1	23	
Elgin and Havelock	2	4	1					7							9	
Essex Terminal	1							1							1	
Esquimalt and Nanaimo	14	198	1	30				243		29	1	12	13	55	339	
Fredericton and Grand Lake															3	
Grand Trunk	25,884	3,609	1,666	5,051	173	1,990		38,373	19	663	35	595	1,134	2,446	41,774	20
" (Canada Atlantic)	1,313	225	42	67		24		1,671	2	3	1	16	104	126	1,834	
" Pacific	12,094	888	294			249		13,525	10	1,001	7	145	1,588	2,751	16,567	
Halifax and Southwestern	89	203	2	7	1	4		306	1		1	4	22	28	368	150
Hereford	60	10						70				2		2	75	75
Inverness Railway and Coal Co	8	29		147				184				5	6	11	199	
Irondale, Bancroft and Ottawa													2	2	3	1
International of New Brunswick	6	66						72	1			1	1	3	81	
Kent Northern	1							1							3	

Kettle Valley	2	2					2	6							7		
Klondike Mines		23						23							25		
Lotbinière and Megantic	1	24						25				1		1	30		
London and Port Stanley	30	3	3	45				81				2	1	3	87		
Maine Central	25	10						35							37		
Manitoba Great Northern	80	10	5	5	6	25		131				1		1	136	136	
Maritime Coal, Railway and Power Co		2						2		6			2	8	13		
Massawippi Valley	440	180						620				5	5	10	645		
Moncton and Buctouche	5	38						43					1	1	48		
Midland Railway Co. of Manitoba	188	43	14	26	20	31		322				5		5	352	352	
Montreal and Atlantic	243	200	38		1			482				12	138	150	655		
Montreal and Province Line	40	21		4				65				1	3	4	72		
Montreal and Vermont Junction	258	131	4	21	4	1		419			2	7	17	26	463		
Morrissey, Fernie and Michel	7	1		46		2		56				1	1	2	64		
Napierville Junction															2		
Nelson and Fort Sheppard	25	5	2	1	2	6		41				1	6	7	50	50	
New Brunswick Coal and Railway Co	5	40						45							47		
New Brunswick and Prince Edward Island	4	41						45							48		
New Westminster Southern	47	7	3	3	4	15		79							81	81	
Northern New Brunswick and Seaboard				60				60							61		
North Shore	1	1		3				5					1	1	7		
Ottawa and New York	118	14						132		5		2	2	9	153	153	
Pere Marquette	1,181	76	32	543	9			1,841			1	22	16	39	1,906		
Quebec Central	256	617	67	23	2	10		975	1	36	1	14	35	87	1,107		
Quebec and Lake St. John	346	104	3	39				492		15	2	7	90	114	655	10	
Quebec, Montreal and Southern	1,382	35	90		10			1,517			1	4	18	23	1,552		
Quebec Oriental												2	3	5	9		
Quebec Railway, Light and Power Co	31	75	1	14		48		169				1	2	3	194		
Roberval-Saguenay	4	70		13				87							91		
Red Mountain	29	5	2	2	2	8		48							50	50	
Rutland and Noyan	50	5	2	2				59				1		1	67		
Salisbury and Albert	3	25	1					29							32		
Schomberg and Aurora		13						13							15		
Stanstead, Shefford and Chambly	102	52	1	8	1			164				3	6	9	180		
St. Clair Tunnel												9		9	9		
St. Lawrence and Adirondack	75	30						105			1	3	3	7	119	105	
St. Martins	1	6						7							9		
Sydney and Louisburg	16	81		1,575	2			1,674		12	1	8	6	27	1,709		
Temiscouata	84	53						137	1			2	5	8	153		
Temiskaming and Northern Ontario	146	461	10					617	3			23	70	96	770		
Thousand Islands		1						1							3		
Toronto, Hamilton and Buffalo	1,162	155	10	150				1,477	1	56	1	11	28	97	1,591		
Vancouver, Victoria and Eastern	1,231	168	68	80		104	376	2,027				6	24	30	2,087	2,087	
Victoria Terminal Railway and Ferry Co																	
Victoria and Sidney, B.C	2	15						17					1	1	20		
Wabash (in Canada)	1,346	83	124	100		8		1,661			1	34	12	47	1,747		
Wellington Colliery Co	5	14		270				289		9				9	299		
York and Carleton	1							1							2		
Final Total	146,607	26,151	7,589	15,955	496	4,716	2,676	204,190	123	4,938	197	3,040	8,055	16,353	226,545	5,491	

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Algoma Central & Hudson Bay	59	2,255	562	20,890		
2	Algoma Eastern	27	1,065	130	5,180		
3	Atlantic, Quebec & Western	1	30	25	750		
4	Bay of Quinte	14	280	114	2,530		
5	Bedlington & Nelson	2	70				
6	Brandon, Saskatchewan & Hudson Bay	57	2,020	8	290	3	70
7	British Yukon	97	1,820	74	1,360	33	660
8	Brockville, Westport & North Western			6	120	1	25
9	Canada & Gulf Terminal	3	60	4	120		
10	Canada Southern	1,485	51,380	122	2,880	2	40
11	Canadian Gov't Rys—(Intercolonial)	8,986	274,785	3,024	84,065	176	4,565
12	" " (P.E. Island)	308	3,805	150	1,990	28	350
13	Canadian Northern	18,322	549,660	3,614	118,790	769	22,990
14	" " Ontario	335	10,050	292	8,760	12	360
15	" " Quebec	271	8,130	246	7,270	10	300
16	Canadian Pacific	67,677	2,387,500	9,108	306,055	4,037	118,590
17	Cape Breton			13	390		
18	Caraquet	5	75	25	375		
19	Central Ontario	24	680	163	4,180	11	320
20	Crows Nest Southern	249	8,780	34	1,240	14	330
21	Cumberland	2	40	29	435		
22	Dominion Atlantic	230	6,090	226	5,970	7	180
23	Eastern British Columbia	9	360	10	400		
24	Elgin & Havelock	2	40	4	80	1	20
25	Essex Terminal	1	20				
26	Esquimalt & Nanaimo	14	280	198	6,935	1	20
27	Fredricton & Grand Lake						
28	Grand Trunk	25,884	842,450	3,609	108,600	1,666	48,550
29	" (Canada Atlantic)	1,313	38,950	225	6,390	42	1,130
30	Grand Trunk Pacific	12,094	362,820	888	26,640	294	8,820
31	Halifax & South Western	89	2,520	203	5,820	2	50
32	Hereford	60	1,800	10	200		
33	Inverness Railway & Coal Co	8	160	29	870		
34	Irondale, Bancroft & Ottawa						
35	International of New Brunswick	6	120	66	1,720		
36	Kent Northern	1	15				
37	Kettle Valley	2	50	2	50		
38	Klondike Mines			23	345		
39	Lotbiniére & Megantic	1	30	24	720		
40	London & Port Stanley	30	810	3	75	3	90
41	Maine Central	25	750	10	300		
42	Manitoba Great Northern	80	2,805	10	370	5	120
43	Maritime Coal, Railway & Power Co			2	40		
44	Massawippi Valley	440	8,750	180	3,350		
45	Moncton & Buctouche	5	100	38	760		
46	Midland Railway Co. of Manitoba	188	6,850	43	1,535	14	340
47	Montreal & Atlantic	243	7,015	200	6,020	38	1,110
48	Montreal & Province Line	40	715	21	365		
49	Montreal & Vermont Junction	258	7,670	131	3,845	4	80
50	Morrissey, Fernie & Michel	7	280	1	20		
51	Napierville Jct						
52	Nelson & Fort Sheppard	25	880	5	170	2	50
53	New Brunswick Coal & Railway Co	5	100	40	800		
54	New Brunswick & P.E. Island	4	70	41	615		
55	New Westminster Southern	47	1,670	7	250	3	70
56	Northern New Brunswick & Seaboard						
57	North Shore	1	30	1	30		
58	Ottawa & New York	118	2,360	14	280		
59	Pére Marquette	1,181	39,325	76	2,195	32	960
60	Quebec Central	256	6,930	617	17,005	67	1,865
61	Quebec & Lake St. John	346	11,020	104	2,395	3	60
62	Quebec, Montreal & Southern	1,382	41,460	35	875	90	2,700
63	Quebec Oriental						

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June 30, 1914—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
166	7,640					269	13,390	1,056	44,175	1
2	80					97	4,850	256	11,175	2
								26	780	3
								128	2,810	4
								2	70	5
4	160			5	150	19	885	96	3,575	6
12	240			4	80			220	4,160	7
								7	145	8
								7	180	9
9	240	22	450					1,640	54,990	10
1,134	28,175	55	1,375	190	5,360	48	1,440	13,613	399,765	11
11	140	1	15	3	45			501	6,345	12
1,734	68,460	31	930	239	7,170			24,709	768,000	13
295	12,510							934	31,680	14
374	11,965			5	150			906	27,815	15
3,651	170,440	209	8,900	1,802	53,880	1,606	55,525	88,090	3,100,390	16
								33	390	17
								30	450	18
10	400					48	1,680	256	7,260	19
17	750			20	600	75	3,565	409	15,265	20
175	2,625							206	3,100	21
26	550							489	12,790	22
								19	760	23
								7	140	24
								1	20	25
30	1,300							243	8,535	26
										27
5,051	229,270	173	3,855	1,990	58,645			38,373	1,291,370	28
67	2,550			24	720			1,671	49,740	29
				249	7,470			13,525	405,750	30
7	140	1	30	4	100			306	8,660	31
								70	2,000	32
147	4,410							184	5,440	33
										34
								72	1,840	35
								1	15	36
						2	50	6	150	37
								23	345	38
								25	750	39
45	1,290							81	2,265	40
								35	1,050	41
5	210			6	180	25	1,185	131	4,870	42
								2	40	43
								620	12,100	44
								43	860	45
26	1,215			20	635	31	1,455	322	12,030	46
				1	30			482	14,175	47
4	60							65	1,140	48
21	420			4	120	1	15	419	12,150	49
46	1,380					2	60	56	1,740	50
										51
1	50			2	60	6	300	41	1,510	52
								45	900	53
								45	685	54
3	140			4	120	15	695	79	2,945	55
60	3,000							60	3,000	56
3	75							5	135	57
								132	2,640	58
543	20,890			9	265			1,841	63,635	59
23	690	2	40	10	280			975	26,810	60
39	935							492	14,410	61
				10	300			1,517	45,335	62
										63

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
64	Quebec Ry., Light & Power Co.	31	770	75	1,500	1	20
65	Roberval-Saguenay	4	80	70	1,400		
66	Red Mountain	29	1,030	5	170	2	50
67	Rutland & Noyan	50	1,500	5	150	2	40
68	Salisbury & Albert	3	50	25	375	1	10
69	Schomberg & Aurora			13	195		
70	Stanstead, Shefford & Chambly	102	1,940	52	845	1	20
71	St. Clair Tunnel						
72	St. Lawrence & Adirondacks	75	2,250	30	900		
73	St. Martins	1	20	6	120		
74	Sydney & Louisburg	16	320	81	2,620		
75	Temiscouata	84	2,150	53	1,160		
76	Temiskaming & Northern Ontario	146	5,380	461	15,790	10	300
77	Thousand Islands			1	20		
78	Toronto, Hamilton & Buffalo	1,162	44,850	155	5,750	10	300
79	Vancouver, Victoria & Eastern	1,231	43,405	168	6,120	68	1,600
80	Victoria Terminal Ry. & Ferry Co.						
81	Victoria & Sydney, B.C.	2	40	15	300		
82	Wabash (in Canada)	1,346	44,790	83	3,040	124	4,810
83	Wellington Colliery Co.	5	60	14	280		
84	York & Carleton	1	10				
	Final total	146,607	4,846,425	26,151	814,440	7,589	221,965

June 30, 1914—Showing Number and Aggregate Capacity—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
14	280					48	1,440	169	4,010	64
13	260							87	1,740	65
2	90			2	60	8	400	48	1,800	66
2	80							59	1,770	67
								29	435	68
								13	195	69
8	160			1	20			164	2,985	70
										71
								105	3,150	72
								7	140	73
1,575	32,110	2	30					1,674	35,080	74
								137	3,310	75
								167	21,470	76
								1	20	77
150	7,500							1,477	58,400	78
80	3,550			104	3,090	376	17,895	2,027	75,060	79
										80
								17	340	81
100	4,580			8	160			1,661	57,380	82
270	9,425							289	9,765	83
								1	10	84
15,955	630,435	496	15,625	4,716	139,190	2,676	104,830	204,190	6,772,910	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1914.

Name of Railway.	BRIDGES.											
	STONE.				IRON.				WOODEN.			
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Algoma Central & Hudson Bay	6	2,561 0	50 0	1,555 0								
Algoma Eastern					1	166 2						
Atlantic, Quebec & Western												
Bay of Quinte					12	1,228 0	32 0	280 0				
Bedlington & Nelson									1	75 0	75 0	75 0
Brandon, Saskatchewan & Hudson Bay									1	252 0	252 0	252 0
British Yukon												
Brockville, Westport & North Western					1	69 0			31	306 0	13 0	65 0
Canada & Gulf Terminal												
Canada Southern	42	707 3	8 0	60 0	64	6,863 2	11 0	910 4				
Canadian Govt. Rys.—Intercolonial					*398	37,126 0	10 0	1,785 6	94	4,583 2	12 0	497 0
Prince Edward Island												
Canadian Northern					*34	14,844 0	27 0	1,872 0	38	5,091 0	30 0	996 0
" " Ontario					86	12,315 0	20 0	2,129 0	3	180 0	15 0	
" " Quebec					27	8,690 0	57 0	1,416 0				
Canadian Pacific	167	7,222 0	5 0	719 0	*1,236	178,562 0	10 0	5,328 0	421	11,805 0	4 0	326 0
Cape Breton					4	509 0	33 0	370 0				
Caraquet									9	4,100 0	50 0	1,600 0
Central Ontario					11	1,134 0	34 0	490 0	1	45 0		
Crows Nest Southern									8	2,317 00	44 0	465 0
Cumberland Railway & Coal Co.					4	20 0			1	18 0		
Dominion Atlantic					*20	4,210 0	29 0	1,207 0	6	146 0		
Eastern British Columbia												
Elgin & Havelock												
Essex Terminal												
Esquimalt & Nanaimo					*28	3,178 0	23 0	525 0				
Grand Trunk	146	5,879 0	10 0	300 0	†912	97,426 0	8 0	6,594 0	408	14,499 0	8 0	306 0
" (Canada Atlantic)					†76	10,819 0	12 0	2,180 0	38	1,758 0	14 0	196 0
" Pacific												
Halifax & South Western	1	50 0			62	5,616 0	17 0	403 0	78	1,338 0	12 0	56 0
Hereford					6	292 0	23 0	71 0	4	637 0	40 0	318 0
International of New Brunswick												
Inverness Railway & Coal Co.					9	525 0	20 0	120 0	5	52 0	8 0	14 0
Irondale, Bancroft & Ottawa					1	45 0			15	614 0	12 0	280 0
Kent Northern	1	30 0	30 0	30 0								

Kettle Valley																			3	1,050	0	100	0	550	0
Klondike Mines										2	486	11	80	0	406	11								
Lotbiniere & Megantic										1	34	0	34	0	34	0								
London & Port Stanley										7	1,767	0	55	0	599	0								
Maine Central										2	721	0	253	0	468	0								
Manitoba Great Northern																			1	419	0	419	0	419	0
Maritime Coal & Railway Co.																			2	310	0	110	0	200	0
Massawippi Valley	1	12	0	12	0	12	0												10	322	0	10	0	82	0
Midland of Manitoba										*5	322	0	48	0	92	0			1	418	0	418	0	418	0
Moncton & Buctouche																									
Montreal & Atlantic	1	54	0	54	0	54	0			†36	3,265	0	23	0	387	0			1	126	0	126	0	126	0
Montreal & Province Line										4	129	0	12	0	91	0			12	930	0	8	0	724	0
Montreal & Vermont Junction	1	20	0	20	0	20	0			1	286	0	286	0	286	0			1	9	0	9	0	9	0
Morrissey, Fernie & Michel																			1	900	0	900	0	900	0
Napierville Junction										8	255	6	13	0	55	0								
Nelson & Fort Sheppard										1	500	0	500	0	500	0			1	80	0	80	0	80	0
New Brunswick Coal & Railway Co.										2	320	0	100	0	220	0			6	793	0	17	0	150	0
New Brunswick & Prince Edward Island																			7	1,035	0	52	0	350	0
New Westminster Southern																			1	70	0	70	0	70	0
North Shore																									
Ottawa & New York										5	2,188	0	40	0	1,550	0								
Pere Marquette, in Canada	1	10	0	10	0	10	0			15	2,036	0	12	0	1,215	0								
Quebec Central										63	4,483	9	15	0	646	5								
Quebec Oriental																									
Quebec & Lake St. John										28	3,727	0	24	0	220	0								
Quebec Ry., Light & Power Co.										15	1,050	0	13	0	300	0								
Quebec, Montreal & Southern										17	4,745	2	24	0	965	8								
Roberval & Saguenay										4	775	0	38	0	450	0			1	750	0				
Red Mountain																									
Rutland & Noyan																									
Salisbury & Albert										7	185	0							7	185	0				
Schomberg & Aurora																									
Stanstead, Shefford & Chambly										1	112	0							12	437	0	8	0	336	0
St. Clair Tunnel																									
St. Lawrence & Adirondack										‡10	1,322	0	18	0	598	0									
St. Martins																									
Sydney & Louisburg										17	642	0	12	0	310	0			4	24	0	6	0	6	0
Temiscouata										2	504	6	212	0	292	0									
Temiskaming & Northern Ontario										‡23	5,121	0	20	0	814	0									
Thousand Islands										5	795	0	103	0	250	0									
Toronto, Hamilton & Buffalo										13	1,667	6	13	6	480	0									
Vancouver, Victoria & Eastern																			20	4,832	0	65	0	418	0
Victoria & Sidney																									
Victoria Terminal Rl'y. & Ferry																									
Wellington Colliery Co.																									
York & Carleton																									
	367									3,286									1,253						

* Steel. † Including Steel. ‡ Iron and Steel.

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Bridges.								Trestles.			
	Combination.				Total.							
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Algoma Central & Hudson Bay	4	1,161 0	129 0	510 0	10				147	344 0	14 0	1,451 0
Algoma Eastern					1				7			308 0
Atlantic, Quebec & Western												
Bay of Quinte					12	1,228 0						
Bedlington & Nelson					1				10	3,053 0	65 0	767 0
Brandon, Saskatchewan & Hudson Bay					1				28	3,183 0	56 0	418 0
British Yukon												
Brockville, Westport & North Western	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
Canada & Gulf Terminal	8	7,506 6	183 3		8							
Canada Southern					106				33	1,161 4	8 0	119 2
Canadian Govt. Railways—Intercolonial					492				22	9,669 0	41 0	2,964 0
Prince Edward												
Canada Northern					72	19,935 0			1,726	154,078 0	8 0	1,650 0
" " Ontario	27	11,001 0	104 0	1,360 0	116	23,496 0			201	33,575 0	14 0	924 0
" " Quebec	16	9,273 0	140 0	3,485 0	43	17,963 0			64	8,077 0	10 0	450 0
Canadian Pacific	10	2,786 0	58 0	730 0	1,834	200,375 0			1,245	157,700 0	5 0	5,076 0
Cape Breton					4							
Caraquet					9							
Central Ontario					12	1,179 0						
Crows Nest Southern					8				32	9,253 0	14 0	1,702 0
Cumberland Railway & Coal Co.					5							
Dominion Atlantic					26				11			
Eastern British Columbia									6	552 0	52 0	109 0
Elgin & Havelock												
Essex Terminal												
Esquimalt & Nanaimo					28				83	23,617 0		
Grand Trunk	76	6,274 0	11 0	560 0	1,542	124,078 0			63	7,991 0	24 0	644 0
" (Canada Atlantic)	5	2,200 0	121 0	9,970 0	119	14,777 0			30	3,862 0	12 0	627 0
" Pacific												
Halifax & South Western					141	7,004 0			52	8,095 0	13 0	804 0
Hereford					10				2	478 0	119 0	359 0
International of New Brunswick												

Inverness Railway & Coal Co.					14	577	0			14	2,139	0	48	0	420	0
Irondale, Bancroft & Ottawa					16	659	0									
Kent Northern					1	30	0									
Kettle Valley					3											
Klondike Mines					2					15	2,965	6	32	0	425	0
Lotbinière & Megantic					1					1	600	0	600	0	600	0
London & Port Stanley					7	1,767	0									
Maine Central					2					1	45	0	45	0	45	0
Manitoba Great Northern					1	419	0			64	6,879	0	28	0	592	0
Maritime Coal & Railway Co.					2	310	0									
Massawippi Valley					11	334	0			6	602	0	10	0	218	0
Midland of Manitoba	5	172	0	25 0	50 0	11	912	0		9	5,462	0	182	0	880	0
Moncton & Buctouche																
Montreal & Atlantic					38	3,445	0			313	5,543	0	5	0	280	0
Montreal & Province Line					16	1,059	0			42	1,229	0	8	0	118	0
Montreal & Vermont Junction					3	315	0			7	150	0	14	0	36	0
Morrissey, Fernie & Michel					1	900	0			4	80	0	20	0	20	0
Napierville Junction					8	255	6									
Nelson & Fort Shepard					2	580	0			42	5,253	0	14	0	510	0
New Brunswick Coal & Railway Co.					8	1,113	0			21	4,567	0	40	0	500	0
New Brunswick & Prince Edward Island					7	1,035	0									
New Westminster Southern					1	70	0			10	1,443	0	14	0	544	0
North Shore																
Ottawa & New York					5	2,188	0			7	626	0	15	0	107	0
Pere Marquette, in Canada					16	2,046	0			55	1,656	0	7	0	270	0
Quebec Central					63	4,483	9									
Quebec Oriental																
Quebec & Lake St. John					28	3,727	0			17	1,139	0	20	0	260	0
Quebec Ry., Light & Power Co.					15	1,050	0									
Quebec, Montreal & Southern					17	4,745	2			23	3,890	0	22	0	1,001	0
Roberval & Saguenay	3	1,525	0	100 0	225 0	8	3,045	0								
Red Mountain										8	1,496	0	4	0	419	0
Rutland & Noyan																
Salisbury & Albert					14											
Schomberg & Aurora					13	549	0			21	2,396	0	8	0	1,539	0
Stanstead, Shefford & Chambly																
St. Clair Tunnel																
St. Lawrence & Adirondack					10	1,322	0									
St. Martins																
Sydney & Louisburg					21	666	0			10	1,135	0	13	0	360	0
Temiscouata	11	2,041	0	112 0	477 0	13	2,545	0		35	4,556	0	28	0	562	0
Temiskaming & Northern Ontario					23	5,121	0			22	6,485	0	30	0	765	0
Thousand Islands					5	795	0									
Toronto, Hamilton & Buffalo					13	1,667	6			11	267	6	10	0	80	0
Vancouver, Victoria and Eastern					20	4,832	0			173	57,622	0	6	0	4,255	0
Victoria & Sidney										6	1,309	0	112	0	475	0
Victoria Terminal Rly. & Ferry Co.																
Wellington Colliery Co.																
York & Carleton																
Final total	184				5,090					4,703						

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Level Crossings.			Overhead Highway Crossings.							
				Bridges.		Conduits.		Trestles.		Total.	
	No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
					Feet In.		Feet In.		Feet In.		Feet In.
Algoma Central & Hudson Bay	13	1	12	1	22 6					1	22 6
Algoma Eastern											
Atlantic, Quebec & Western	96		96								
Bay of Quinte	73	5	68	1						1	
Bedlington & Nelson	14	4	10								
Brandon, Saskatchewan & Hudson Bay	86		86								
British Yukon											
Brockville, Westport & North Western	35		35								
Canada & Gulf Terminal	20		20								
Canada Southern	488	79	409	5	20 5			7	20 2½	12	20 2½
Canadian Govt. Railways—Intercolonial	869	183	686	35	18 9					35	18 9
Prince Edward Island	262	11	251	5						5	
Canadian Northern	5,077	34	5,043								
" " Ontario	468	54	414	9	22 5			4	22 6	13	22 5
" " Quebec	234	31	203								
Canadian Pacific	9,736	509	9,227	71	16 0			22	19 0	93	16 0
Cape Breton	16		16								
Caraquet	64		64								
Central Ontario	116	1	115								
Crows Nest Southern	41	1	40								
Cumberland Railway & Coal Co	14		14								
Dominion Atlantic	192	18	174					2	22 0	2	22 0
Eastern British Columbia											
Elgin & Havelock											
Essex Terminal											
Esquimalt & Nanaimo	99	15	84					1	22 6	1	22 6
Grand Trunk	3,606	569	3,037	138	16 5			174	16 6	312	16 5
" (Canada Atlantic)	312	36	276	3	24 4					3	24 4
" Pacific											
Halifax & South Western	290	7	283								
Hereford	34	1	33								
International of New Brunswick	13		13								

Inverness Railway & Coal Co.	59		59															
Irondale, Bancroft & Ottawa	17		17															
Kent Northern																		
Kettle Valley	11		11															
Klondike Mines	4		4															
London & Port Stanley	37	6	31															
Lotbiniére & Megantic	9		9															
Maine Central																		
Manitoba Great Northern	129		129															
Maritime Coal & Railway Co.	17		17															
Massawippi Valley	32	5	27	1	16	10									1	16	10	
Midland of Manitoba	12	5	7															
Moncton & Buctouche	19	1	18	1											1			
Montreal & Atlantic	197	14	183	2	22	6				1	18	9			3	18	9	
Montreal & Province Line	42	3	39															
Montreal & Vermont Junction	16		16															
Morrissey, Fernie & Michel	8		8															
Napierville Junction	18	2	16															
Nelson & Fort Sheppard	14		14															
New Brunswick Coal & Railway Co.	32		32															
New Brunswick & Prince Edward Island																		
New Westminster Southern	27		27															
North Shore	3		3															
Ottawa & New York	67	1	66	1	20	0									1	20	0	
Pere Marquette, in Canada	232	16	216	1	23	3									1	23	3	
Quebec Central	133	8	125															
Quebec Oriental																		
Quebec & Lake St. John	111	7	104															
Quebec Railway, Light & Power Co.	18		18															
Quebec, Montreal & Southern	128	5	123															
Roberval & Saguenay	16		16	7	58	0									7	58	0	
Red Mountain	7		7															
Rutland & Noyan	2		2															
Salisbury & Albert	30	2	28															
Schomberg & Aurora	11		11															
Stanstead, Shefford & Chambly	49	3	46							1	18	7			1	18	7	
St. Clair Tunnel																		
St. Lawrence & Adirondack	36	7	29							1	20	0			1	20	0	
St. Martins																		
Sydney & Louisburg	27	7	20	2	15	9									2	15	9	
Temiscouata	44	2	42															
Temiskaming & Northern Ontario	130	6	124	1	22	6									1	22	6	
Thousand Islands	20		20															
Toronto, Hamilton & Buffalo	122	38	84	1	19	8				8	20	9			9	19	8	
Vancouver, Victoria & Eastern	214	34	180	13	21	6									13	21	6	
Victoria & Sydney	17		17															
Victoria Terminal & Rly. Ferry Co	14	1	13															
Wellington Colliery Co.																		
York & Carleton	11		11															
Final total	24,410	1,732	22,678	298						221					519			

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1914—*Continued.*

Name of Railway.	Overhead Railway Crossings.								Tunnels.	
	Bridges.		Conduits.		Trestles.		Total.		—	
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
		Feet. In.		Feet. In.		Feet. In.		Feet. In.		Feet. In.
Algoma Central and Hudson Bay	2	16 2					2	16 2		
Algoma Eastern										
Atlantic, Quebec and Western										
Bay of Quinte	3						3			
Bedlington and Nelson										
Brandon, Saskatchewan and Hudson Bay										
British Yukon										
Brockville, Westport and North Western	1						1			
Canada and Gulf Terminal										
Canada Southern	3	18 1			1	21 0	4	18 1		
Canadian Govt. Railways—Intercolonial	1	22 0					1	22 0	1	
Prince Edward Island										
Canadian Northern					1	24 11	1	24 11		
" Ontario	9	24 0			2	23 11	11			
" Quebec	1	22 6					1	22 6		
Canadian Pacific	59	15 1			3	22 6	62	15 1	69	15 1
Cape Breton										
Caraquet										
Central Ontario										
Crows Nest Southern									1	
Cumberland Railway and Coal Co										
Detroit River Tunnel									1	
Dominion Atlantic										
Eastern British Columbia										
Elgin and Havelock										
Essex Terminal										
Esquimalt and Nanaimo					2	20 8	2	20 8	1	18 8
Grand Trunk	75	16 4			2	21 3	77	16 4		
" (Can. Atlantic)	5	20 6					5	20 6		
" Pacific										
Halifax and South Western										
Hereford										

International of New Brunswick																				
Inverness Railway and Coal Co.																				
Irondale, Bancroft and Ottawa																				
Kent Northern																				
Kettle Valley																				
Klondike Mines																				
London and Port Stanley																				
Lotbiniere and Megantic																				
Maine Central																				
Manitoba Great Northern																				
Maritime Coal and Railway Co.																				
Massawippi Valley																				
Midland of Manitoba																				
Moncton and Buctouche																				
Montreal and Atlantic																				
Montreal and Province Line																				
Montreal and Vermont Junction																				
Morrissey, Fernie and Michel																				
Napierville Junction																				
Nelson and Fort Sheppard																				
New Brunswick Coal and Railway Co.																				
New Brunswick and Prince Edward Island																				
New Westminster Southern																				
North Shore																				
Ottawa and New York																				
Pere Marquette, in Canada																				
Quebec Central	1	25	0							1	25	0								
Quebec Oriental																				
Quebec and Lake St. John																				
Quebec Railway, Light and Power Co.																				
Quebec, Montreal and Southern																				
Red Mountain																				
Rutland and Noyan																				
Salisbury and Albert																				
Schomberg and Aurora																				
Stanstead, Shefford and Chambly																				
St. Clair Tunnel																1	16	1¾		
St. Lawrence and Adirondack																				
St. Martins																				
Sydney and Louisburg							1	22	0	1	22	0								
Temiscouata																				
Temiskaming and Northern Ontario																				
Thousand Islands																				
Toronto, Hamilton and Buffalo	2	18	4							2	18	4	1	18	10¾					
Vancouver, Victoria and Eastern	1	23	2							1	23	2	5	21	6					
Victoria and Sidney																				
Victoria Terminal Rly. & Ferry Co.																				
Wellington Colliery Co.																				
York and Carleton																				
Final total	163						12			175			80							

TABLE 16—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars. Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Atlantic, Quebec & Western										
2	Canada Southern				1						
3	Can. Gov't Rly: Intercolonial	3	2							1	5
4	Can. Northern		1								
5	Canadian Northern Ontario				49						2
6	" " Quebec		2								
7	Can. Pacific		11	2	42		1			2	30
8	Esquimalt & Nanaimo										
9	Grand Trunk		3		55						6
10	" (Can. Atlantic)				1						
11	" Pacific										1
12	London & Port Stanley				1						
13	Manitoba Great Northern										
14	Massawippi Valley						1				
15	Midland of Manitoba				1						
16	Nelson & Fort Sheppard										
17	Pere Marquette										1
18	Quebec Central		1		2						
19	Quebec & Lake St. John										
20	Quebec Oriental		1								
21	St. Lawrence & Adirondack										
22	Temiskaming & Northern Ontario										
23	Thousand Islands		1								
24	Toronto, Hamilton & Buffalo				1						
25	Vancouver, Victoria & Eastern				7						
26	Wabash		1		25						
	Final total	3	23	2	185		2			3	45

Accidents to Postal, Express and Pullman Employees:—

	Killed.	Injured.
Can. Southern		1
Can. Pacific	1	8
Grand Trunk		4
Can. Northern	2	
Midland of Man		2
Wabash		2
Total	3	17

the Year ending June 30, 1914, showing kind of Accident.

ment of trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to passengers.		Number.
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations.		At Other Points Along track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
						1				1		1
											1	2
	6							1	6	5	19	3
	6								8		15	4
											51	5
	1								2		5	6
6	28		5	4	1	1	1	1	39	16	158	7
									1		1	8
1	10						1		19	1	94	9
									1		2	10
	1								1		3	11
									1		2	12
	1										1	13
											1	14
											1	15
									1		1	16
	1								2		4	17
											3	18
				1						1		19
											1	20
					1				1		2	21
1	1									1	1	22
											1	23
	1										2	24
											7	25
											26	26
8	56		5	5	2	2	2	2	82	25	402	

TABLE 16—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Algoma Eastern										
3	Bay of Quinte										
4	Canada Southern	1	6		3	1					
5	Can. Gov't. R'ly: Intercolonial	1	19	5	3		1				
6	" " P. E. Island										
7	Can. Northern		5	3	4	1	4		1		
8	Canadian Northern, Ontario		1				10				
9	" " Quebec	1	1		3						
10	Can. Pacific	7	44	7	25	2	12		6	2	13
11	Central Ontario		1								
12	Crows Nest Southern										
13	Esquimalt and Nanaimo		1	1							
14	Grand Trunk	3	11	10	18	2	15				
15	" (Can. Atlantic)		1			5	3				
16	" Pacific		6		4		1				
17	Halifax and South Western		1								3
18	Manitoba Great Northern										
19	Massawippi Valley		1								
20	Midland of Manitoba					1	1				
21	Moncton and Buctouche					3	2				
22	Montreal and Province Line										
23	Montreal and Vermont Junction						1				
24	Morrissey, Fernie and Michel										
25	Ottawa and New York						1				
26	Pere Marquette		2								1
27	Quebec Central						1				
28	Quebec and Lake St. John		1								
29	Red Mountain										
30	St. Lawrence and Adirondack		1								
31	Sydney and Louisburg		2		1						
32	Temiscouata										
33	Temiskaming and Northern Ont		3	1							
34	Toronto, Hamilton and Buffalo				1						
35	Vancouver, Victoria and Eastern		2				1				
36	Wabash				4		4				
	Final total	13	109	27	66	15	57		7	2	17

EMPLOYEES—SWITCH TENDERS,

1	Can. Gov't Rly: Intercolonial										
2	Can. Pacific		3	1							
3	Grand Trunk										
4	Sydney and Louisburg										
	Final total		3	1							

EMPLOYEES—

1	Can. Gov't Rly: Intercolonial										
2	Can. Northern										
3	Can. Pacific				1						
4	Grand Trunk										
5	" Pacific										1
6	Pere Marquette										
	Final total				1						1

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ment of Trains, Locomotives and Cars.

TRAINMEN.

Kind of Accident.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
									1		1	1
					1						1	2
	1										1	3
	12		3					1	4	3	28	4
1	16		3		2		2		32	7	78	5
									2		2	6
2	14	1	7						36	7	71	7
	3				1				2		17	8
	2	1	1				2			2	9	9
7	83	2	64	2	24		4	6	150	35	425	10
											1	11
	1								4		5	12
	2									1	3	13
6	23	2	12	1	7		4	1	50	25	140	14
	1		1		1				4	5	11	15
	7	1	8	2	1		1		19	3	47	16
	2		1								7	17
			1								1	18
	1								1		3	19
	1									1	2	20
										3	2	21
			1								1	22
											1	23
									1		1	24
			1						2		4	25
	6				1			1	7	1	17	26
1	3		1	1					2	2	7	27
	4								1		6	28
	1										1	29
			1								2	30
	3						1		1		8	31
	1		2						4		7	32
									1	1	4	33
	1		4		1				1		8	34
			5		1				6		15	35
1	1								7	1	16	36
18	189	7	116	6	40		14	9	338	97	953	

SWITCH TENDERS, CROSSING TENDERS AND WATCHMEN.

									1		1	1
	11		7	1	5		1		5	2	32	2
	1		1		2			1	2	1	6	3
									1		1	4
	12		8	1	7		1	1	9	3	40	

STATION MEN.

									1		1	1
	1										1	2
	2			1	4				4	1	11	3
				1					7	1	7	4
			1		1						3	5
			1								1	6
	3		2	2	5				12	2	24	

TABLE 16—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
1	Can. Gov't R'lys: Intercolonial		1								
2	" " P. E. Island										
3	Can. Northern	2									
4	Can. Northern, Ontario										
5	" " Quebec										
6	Can. Pacific		2		1		3				
7	Grand Trunk										
8	" Pacific				1						
9	Halifax & South Western										
10	Pere Marquette										
11	Quebec and Lake St. John										
12	Temiscouata										
13	Wabash										
	Final total	2	3		2		3				

EMPLOYEES

1	Algoma Central and Hudson Bay										
2	Canada Southern										
3	Can. Gov't Rlys: Intercolonial						1				
4	" " P. E. Island										
5	Can. Northern										
6	Canadian Northern, Ontario				3						
7	" " Quebec										
8	Can. Pacific		2	5	11	2	4				
9	Esquimalt and Nanaimo										
10	Grand Trunk						1				
11	" (Can. Atlantic)										
12	Midland of Manitoba										
13	National Transcontinental										
14	Ottawa and New York										
15	Pere Marquette										
16	Sydney and Louisburg										
17	Temiscouata										
18	Temiskaming and N'thn Ontario				1						
18	Toronto, Hamilton and Buffalo										
20	Vancouver, Victoria and Eastern										
21	Wabash										
	Final total		2	5	15	2	6				

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ment of Trains, Locomotives, or Cars.

SHOPMEN.

Kind of Accident.										Total Accidents to Trainmen.		Number.
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
											1	1
									6		6	2
	1								3	2	4	3
	2										2	4
	1										1	5
	14		4	2	31				21	2	76	6
									1		1	7
							2				3	8
	1										1	9
								1		1		10
	1										1	11
									2		2	12
					1						1	13
	20		4	2	32		2	1	33	5	99	

TRACKMEN.

			1								1	1
1				4						5		2
				3	1				3	3	5	3
									10		10	4
		1			3				1	1	4	5
											3	6
			1								1	7
1	13	2	6	24	28		1	6	43	40	108	8
1										1		9
1	1	1	2	5	2				9	7	15	10
	1				3				3		7	11
			1								1	12
									2		2	13
					1						1	14
									1		1	15
									3		3	16
									4		4	17
				1	2				3	1	6	18
	1			1						1	1	19
									1		1	20
					1						1	21
4	16	4	11	38	41		1	6	83	59	175	

TABLE No. 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number	Name of Railway.	KIND OF ACCIDENT. Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
2	Can. Gov't Rly: Intercolonial										
3	Can. Pacific				1						
4	Grand Trunk Pacific										
5	Pere Marquette										
	Final total				1						

EMPLOYEES—

1	Algoma Eastern										
2	Canada Southern										
3	Can. Gov't Rly: Intercolonial										
4	Can. Northern		4		1						
5	Can. Northern, Ontario										
6	" " Quebec										
7	Can. Pacific		2	2	4	1	8		1		6
8	Central Ontario										
9	Grand Trunk	1	5		3		1		1		
10	" (Can. Atlantic)										
11	" Pacific		1				1				
12	Pere Marquette										
13	Quebec, M'tl & Southern										
14	Sydney & Louisburg										
15	Vancouver, Victoria & Eastern										
16	Wabash				1		1				
	Final total	1	12	2	9	1	11		2		6

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ment of Trains, Locomotives, or Cars.

TELEGRAPH EMPLOYEES.

Kind of Accident.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
									1		1	1
									1		1	2
					1		2		6		10	3
									1		1	4
									1		1	5
					1		2		10		14	

OTHER EMPLOYEES.

					1						1	1
									1		1	2
	2	1	2					1	5	2	9	3
								1	5	1	10	4
									1		1	5
									1		1	6
	6	1	11	10	16			4	31	18	85	7
								1		1		8
	3		3	5	4			2	14	8	34	9
			1						3		4	10
	4				4		1				11	11
									1		1	12
								1	5	1	5	13
									1		1	14
			1					2	2	2	3	15
1									1	1	3	16
1	15	2	18	15	25		1	12	71	34	170	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

OTHER PERSONS

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars. Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay....										
2	Bay of Quinte										
3	Canada Southern									1	2
4	Can. Gov'T R'ly: Intercolonial....										
5	Can. Northern									1	5
6	Can. Northern, Ontario										
7	" " Quebec										
8	Can. Pacific									10	9
9	Central Ontario										
10	Cumberland R'ly & Coal Co										
11	Crows Nest Southern										
12	Dominion Atlantic										
13	Esquimalt & Nanaimo										
14	Grand Trunk									5	7
15	" (Can. Atlantic)										
16	" Pacific										
17	Halifax & South Western										
18	Massawippi Valley										1
19	Midland of Manitoba										
20	Montreal & Atlantic										
21	Pere Marquette										
22	Quebec Central										
23	Quebec & Lake St. John										
24	Quebec, Montreal & Southern										
25	St. Lawrence & Adirondack										
26	Stanstead, Shefford & Chambly										
27	Sydney & Louisburg										
28	Temiskaming & Northern Ontario										
29	Toronto, Hamilton & Buffalo										
30	Vancouver, Victoria & Eastern										
31	Wabash										
	Final total									17	24

OTHER PERSONS—

1	Canada Southern										
2	Can. Gov't R'ly: Intercolonial										
3	Can. Northern										
4	Can. Northern, Quebec	1	3								
5	Canadian Pacific									1	
6	Dominion Atlantic										
7	Grand Trunk		12							2	1
8	" (Can. Atlantic)										
9	" Pacific		5								
10	Montreal & Atlantic										
11	Ottawa & New York										
12	Pere Marquette										
13	Quebec & Lake St. John										
14	Quebec R'ly, Light& Power Co										
15	St. Lawrence & Adirondack										
16	Sydney & Louisburg										
17	Temiscouata										
18	Toronto, Hamilton & Buffalo										
19	Vancouver, Victoria & Eastern										
20	Wabash										
	Final total	1	20							3	1

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ment of Trains, Locomotives, or Cars.

—TRESPASSING.

Kind of Accident.												
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to Passengers.		Number.
		At Highway Crossings.		At Stations.		At Other Points Along track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
						1				1		1
1										1		2
						5	2			6	4	3
			1		2		6	19	3	19	12	4
	2	1		2	4	7	9	1		12	20	5
		1				1	2			2	2	6
						4	4			4	4	7
7	21	17	13	18	8	68	37	1	6	121	94	8
							1				1	9
						1				1		10
								1		1		11
						1	1			1	1	12
								1		1		13
9	12	21	53		2	54	34	2	7	91	115	14
		1	1			4	2			5	3	15
		1		1		2	2		1	4	3	16
						1				1		17
							1				2	18
						1	1			1	1	19
1							1			1	1	20
					1	1				1	1	21
		1					1			1	1	22
						1	1			1	1	23
		1	2							1	2	24
				1						1		25
							1				1	26
						2				2		27
	1		1	1					1	1	3	28
						3	2		2	3	4	29
						1			1	1	1	30
						4	1		1	4	2	31
18	36	44	71	23	17	162	109	25	22	289	279	

—NOT TRESPASSING

		3	3			1				4	3	1
		1	2					2		3	2	2
		3	9				1			3	10	3
										1	3	4
	3	20	16	1	2		3	5	13	27	37	5
			3								3	6
	2		1			1	1	1	11	4	28	7
									3		3	8
									3		8	9
			1								1	10
						1	1			1	1	11
			4								4	12
			2								2	13
					1						1	14
		1							1	1	1	15
			1								1	16
		1								1		17
		1	1			1				2	1	18
		1								1		19
			5								5	20
	5	31	48	1	3	4	6	8	31	48	114	

TABLE 16.—SUMMARY of Accidents to Persons for the

B.—Accidents Arising from Causes other than those Resulting

STATION MEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Stationmen.	
		Handling Traffic.		Handling Tools. Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay												
2	Algoma Eastern												
3	Can. Southern		1										1
4	Can. Gov't Rly: Intercolonial		1										1
5	Can. Northern		4								1		5
6	Can. N'thn, Ontario										1		1
7	" Quebec		7										7
8	Can. Pacific		88		6		6				15		115
9	Esquimalt & Nanaimo												
10	Grand Trunk		2										2
11	" Pacific		1								1		2
12	Halifax & South Western												
13	Ottawa & New York		1										1
14	Pere Marquette									1		1	
15	Quebec Central		1										1
16	Quebec & Lake St. John		1								1		2
17	St. Lawrence & Adirondack		1										1
18	Sydney & Louisburg												
19	Toronto, Hamilton & Buffalo		2		1						1		4
20	Vancouver, Victoria & Eastern												
21	Wabash												
	Final total		110		7		6			1	20	1	143

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SHOPMEN.

Kind of Accident.										Total Accidents to Shopmen.		Number.
Handling Traffic.		Handling Tools Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			4		3						7	1
	2		1								3	2
			23		1		2		2		28	3
			1						1		2	4
			20		3		1		16		40	5
			18		1		1		11		31	6
			1				1		6		8	7
	9		220		14		21		66		330	8
			2						1		3	9
								1		1		10
		1	54		4		4		13	1	75	11
			1								1	12
			2		6				1		9	13
			4						3		7	14
			2								2	15
									7		7	16
												17
			5		3				1		9	18
			6				2				8	19
			2								2	20
			1						1		2	21
	11	1	367		35		32	1	129	2	574	

TABLE 16.—SUMMARY of Accidents to Persons for the

B.—Accidents Arising from causes other than those Resulting

TRACKMEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Trackmen.	
		Handling Traffic.		Handling Tools. Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay	....	....	....	2	....	....	6	....	....	3	....	11
2	Algoma Eastern	....	1	....	....	....	....	....	....	....	....	....	1
3	Brandon, Sask. & Hudson Bay	....	....	....	....	....	....	....	....	....	1	....	1
4	Can. Southern	....	....	....	14	....	5	....	....	....	1	....	20
5	Can. Gov't Rly: Intercolonial	....	....	....	....	....	....	....	....	....	....	....	....
6	Can Northern	....	....	....	7	....	12	....	....	....	23	....	42
7	Can. Northern, Ontario	....	....	....	....	....	....	....	....	....	9	....	9
8	" Quebec	....	....	....	1	....	....	....	....	....	4	....	5
9	Can. Pacific	2	15	....	91	....	109	....	12	3	107	5	334
10	Crows Nest Southern	....	....	....	....	....	1	....	....	....	....	....	1
11	Esquimalt & Nanaimo	....	....	....	....	....	1	....	....	....	1	....	2
12	Grand Trunk	....	....	....	1	....	....	....	....	....	....	....	1
13	" Pacific	....	....	....	1	....	14	....	....	1	1	1	16
14	Manitoba Great Northern	....	....	....	....	....	....	....	....	....	....	....	....
15	Massawippi Valley	....	....	....	....	....	1	....	....	....	....	....	1
16	Montreal & Atlantic	....	....	....	2	....	....	....	....	....	....	....	2
17	Nelson & Fort Sheppard	....	....	....	....	....	....	....	....	....	1	....	1
18	Ottawa & New York	....	....	....	....	....	2	....	....	....	....	....	2
19	Pere Marquette	....	....	....	2	....	1	....	1	....	8	....	12
20	Quebec Central	....	....	....	1	....	....	....	....	....	1	....	2
21	Quebec & Lake St. John	....	....	....	....	....	1	....	....	....	6	....	7
22	Red Mountain	....	....	....	....	....	....	....	....	....	1	....	1
23	St. Lawrence & Adirondack	....	....	....	1	....	3	....	....	....	....	....	4
24	Sydney & Louisburg	....	....	....	....	....	....	....	....	....	....	....	....
25	Temiscouata	....	....	....	1	....	....	....	....	....	....	....	1
26	Thousand Islands	....	....	....	1	....	....	....	....	....	....	....	1
27	Toronto, Hamilton & Buffalo	....	....	....	2	....	2	....	....	....	....	....	4
28	Vancouver, Victoria & Eastern	....	....	....	....	....	1	....	....	....	3	....	4
29	Wabash	....	....	....	1	....	1	....	....	....	5	....	7
	Final total	2	16	....	128	....	160	....	13	4	175	6	492

PASSENGERS.

1	Canada Southern	....	....	....	....	....	....	....	....	....	1	....	1
2	Can. Northern	....	....	....	....	....	....	....	....	1	2	1	2
3	Can. Pacific	....	....	....	....	....	....	....	2	1	6	1	8
4	St. Lawrence & Adirondack	....	....	....	....	....	....	....	1	....	1	....	2
5	Vancouver, Victoria & Eastern	....	....	....	....	....	....	....	....	....	....	....	....
	Final total	....	....	....	....	....	....	....	3	2	10	2	13

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from the Movement of Trains, Locomotives, or Cars.

OTHER EMPLOYEES.

Kind of Accident.										Total Accidents to Shopmen.		Number.
Handling Traffic.		Handling Tools Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
									2		2	1
												2
	2		6				4		11		23	3
	1		1	1				2	1	3	3	4
		1		1	1		1	1	41	3	43	5
									10		10	6
	1				2				11		14	7
1	73	1	50		35		11	6	126	8	295	8
									1		1	9
					1						1	10
					3				1		4	11
	11		6		3		2	1	24	1	46	12
									1		1	13
									1		1	14
									1		1	15
												16
												17
												18
									1		1	19
									3		3	20
												21
	1										1	22
									1		1	23
												24
												25
			1						1		2	26
	1		3		4				13		21	27
									3		3	28
												29
1	90	2	67	2	49	.....	18	10	253	15	477	

OTHER PERSONS.

									1		1	1
	1		1					2		2	2	2
1	5		12		7		2	6	20	7	46	3
			1								1	4
									3		3	5
1	6		14		7		2	8	24	9	53	

ELECTRIC

TABLE 1.—SUMMARY of Road, Mileage

No.	Name of Railway.	TRACK MILEAGE. Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1	Berlin and Waterloo	3·20	1·53	4·73	·41	5·14
2	Berlin and Northern	2·45		2·45	·10	2·55
3	Berlin, Waterloo, Wellesley and Lake Huron	17·81	1·36	19·17	7·25	26·42
4	Brandon Municipal	8·50		8·50		8·50
5	Brantford and Hamilton	23·00		23·00		23·00
6	British Columbia	241·92	63·35	305·27	39·34	344·61
7	Calgary Municipal	55·00	15·50	70·50	1·00	71·50
8	Canadian Resources Development	1·75		1·75	·16	1·91
9	Cape Breton	30·52		30·52	1·10	31·62
10	Chatham, Wallaceburg and Lake Erie	36·94		36·94	3·66	40·60
11	Cornwall	4·00		4·00	2·50	6·50
12	Edmonton Interurban*	8·19		8·19	·50	8·69
13	Edmonton Radial	50·57		50·57	2·07	52·64
13a	Fort William	11·63		11·63		11·63
14	Grand Valley	40·36	1·95	42·31		42·31
15	Guelph Radial	8·50		8·50	·33	8·83
16	Halifax Electric	12·29	9·29	21·58	·04	21·62
17	Hamilton and Dundas	7·00		7·00		7·00
18	Hamilton, Grimsby and Beamsville	22·00		22·00		22·00
19	Hamilton	22·00		22·00		22·00
20	Hamilton Radial	25·00	8·69	33·69		33·69
21	Hull	15·67	12·15	27·82	3·49	31·31
22	International Transit	4·30		4·30	·22	4·52
23	Kingston, Portsmouth and Cataraqui	8·00		8·00		8·00
24	Lethbridge Municipal	11·00		11·00	·70	11·70
25	Levis County	11·75	11·75	23·50		23·50
26	London Street	25·73	6·79	32·52	·73	33·25
27	London and Lake Erie Railway and Transportation Co	28·00		28·00	1·50	29·50
28	Moncton Tramways	3·47		3·47	·03	3·50
29	Montreal Tramways†	124·26	80·41	204·67	28·82	233·49
30	Montreal and Southern Counties	36·84		36·84		36·84
31	Moosejaw	9·00	1·50	10·50	1·50	12·00
32	Nelson	2·13	1·25	3·38	·52	3·90
33	Niagara Falls, Park and River	11·91	11·26	23·17	1·37	24·54
34	Niagara, St. Catherines and Toronto	60·89		60·89	18·98	79·87
35	Niagara, Welland and Lake Erie	1·74		1·74	·30	2·04
36	Nipissing Central	10·77		10·77	2·88	13·65
37	Oshawa	9·00		9·00	4·00	13·00
38	Ottawa	26·17	24·03	50·20	·50	50·70
39	Peterborough Radial	6·04		6·04	·04	6·08
40	Port Arthur	12·43	5·57	18·00	·34	18·34
41	Picton County‡	7·90		7·90	·20	8·10
42	Quebec Ry., Light and Power Co.—(Citadel)	19·77		19·77		19·77
43	(Montmorency)	28·60	9·80	38·40	3·00	41·40
44	Regina Municipal	30·85		30·85	2·15	33·00
45	Sandwich, Windsor and Amherstburg	39·93		39·93		39·93
46	Sarnia	8·25		8·25	1·00	9·25
47	Sherbrooke	9·00		9·00	·53	9·53
48	St. John, N.B.†	12·50	6·50	19·00		19·00
49	St. Stephen	7·00		7·00		7·00
50	St. Thomas	7·00		7·00		7·00
51	Suburban Rapid Transit Co. (Winnipeg)	19·65		19·65		19·65
52	Saskatoon Municipal	12·63	3·53	16·16	·12	16·28
53	Toronto	61·57	61·57	123·14	9·48	132·62
54	Toronto Suburban	9·84		9·84	·42	10·26
55	Toronto and York	72·43		72·43	9·57	82·00
56	Windsor, Essex and Lake Shore	36·17	1·13	37·30	1·86	39·16
57	Winnipeg Electric	100·87		100·87		100·87
58	Winnipeg, Selkirk and Lake Winnipeg	22·13		22·13		22·13
59	Yarmouth‡	3·00		3·00		3·00
	Total	1,560·82	338·91	1,899·73	152·71	2,052·44

*Month of June. †1911 Figures. ‡1912 Figures.

SESSIONAL PAPER No. 20b

RAILWAYS.

and Freight carried Year ending June 30, 1914.

Car Mileage.			Passenger Traffic.			Ft. Traf.	
Length of Track Leased.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	Number of Tons of Freight Carried.	No.
.....	261,328	.....	261,328	1,167,937	24,949	1,192,886	.....	1
·70	33,500	.....	33,500	199,819	.....	199,819	.....	2
.....	365,089	41,304	406,393	1,327,995	.....	1,327,995	180,801	3
.....	269,679	.....	269,679	916,723	.....	916,723	.....	4
.....	331,038	33,087	364,125	584,627	.....	584,627	4,943	5
140·69	12,148,875	881,387	13,030,262	52,754,380	10,739,658	63,494,038	356,013	6
.....	3,213,132	500	3,213,632	17,787,860	6,250,000	24,037,860	2,701	7
.....	35,843	.....	35,843	17,565	.....	17,565	5,000	8
19·03	654,173	19,089	673,262	4,157,749	74,736	4,232,485	.....	9
.....	273,697	51,580	325,277	434,646	.....	434,646	109,157	10
.....	197,769	18,973	216,742	452,789	.....	452,789	74,690	11
.....	8,096	.....	8,096	10,726	.....	10,726	.....	12
.....	2,024,797	19,489	2,044,286	15,287,376	1,803,074	17,090,450	11,630	13
.....	.....	.....	.....	1,658,943	.....	1,658,943	.....	13a
.....	491,388	.....	491,388	1,604,855	170,901	1,775,756	298	14
.....	240,000	9,000	249,000	1,192,129	153,021	1,345,150	23,130	15
.....	1,275,527	.....	1,275,527	6,876,003	581,061	7,457,064	.....	16
.....	147,289	.....	147,289	835,793	.....	835,793	21	17
.....	375,034	39,697	414,731	782,530	.....	782,530	40,931	18
.....	2,230,370	.....	2,230,370	16,874,097	3,775,425	20,649,522	.....	19
.....	533,250	19,171	552,421	2,031,674	.....	2,031,674	14,195	20
1·82	812,085	28,270	840,355	2,405,171	93,000	2,498,171	12,392	21
.....	306,246	.....	306,246	1,890,422	.....	1,890,422	.....	22
.....	199,680	.....	199,680	1,160,040	188,564	1,348,604	.....	23
.....	423,665	.....	423,665	1,312,447	120,548	1,432,995	.....	24
.....	418,056	.....	418,056	1,867,752	350,085	2,217,837	3,250	25
.....	1,757,518	.....	1,757,518	9,508,486	1,543,466	11,051,952	.....	26
.....	370,735	42,028	412,763	680,549	.....	680,549	6,629	27
1·77	97,520	.....	97,520	468,751	.....	468,751	.....	28
.....	17,888,939	255,159	18,144,098	166,809,152	54,531,897	221,341,049	302,307	29
25·21	530,363	2,759	533,122	1,915,369	.....	1,915,369	8,431	30
.....	579,607	.....	579,607	2,639,030	.....	2,639,030	.....	31
.....	13,301	.....	13,301	145,230	.....	145,230	.....	32
.....	295,048	.....	295,048	1,451,699	.....	1,451,699	2,833	33
.....	991,619	82,458	1,074,077	4,656,068	28,486	4,684,554	365,810	34
.....	86,892	.....	86,892	458,450	.....	458,450	.....	35
.....	233,773	.....	233,773	1,347,081	.....	1,347,081	.....	36
.....	76,320	22,216	98,536	251,138	.....	251,138	170,019	37
.....	4,840,795	.....	4,840,795	23,987,883	7,929,193	31,917,076	.....	38
.....	280,092	.....	280,092	1,050,499	163,888	1,214,387	.....	39
.....	320,171	9,280	329,451	1,514,970	101,973	1,616,943	14,190	40
.....	130,608	5,054	135,662	1,171,470	.....	1,171,470	.....	41
.....	2,125,963	.....	2,125,963	11,376,975	2,185,454	13,562,429	1,140	42
.....	454,606	.....	454,606	1,721,079	.....	1,721,079	.....	43
.....	1,140,147	17,183	1,157,330	5,061,264	659,136	5,720,400	14,200	44
.....	1,040,413	.....	1,040,413	5,083,950	718,123	5,802,073	2,554	45
.....	162,710	4,952	167,662	1,099,948	66,261	1,166,209	15,911	46
.....	443,436	.....	443,436	1,097,130	209,687	1,306,817	.....	47
.....	1,003,454	.....	1,003,454	4,330,339	1,572,930	5,903,269	.....	48
3·00	183,960	.....	183,960	727,530	23,956	751,486	.....	49
.....	295,785	.....	295,785	558,914	186,319	745,233	.....	50
.....	254,083	.....	254,083	1,152,252	.....	1,152,252	573	51
.....	684,099	.....	684,099	3,472,181	532,882	4,005,063	.....	52
.....	22,464,665	.....	22,464,665	155,399,173	65,284,553	220,683,726	.....	53
.....	341,428	.....	341,428	2,374,558	155,002	2,529,560	.....	54
.....	1,413,450	110,252	1,523,702	6,280,595	.....	6,280,595	62,334	55
.....	272,364	90,666	363,030	512,860	12,335	525,195	39,840	56
.....	8,653,005	.....	8,653,005	60,046,370	19,119,211	79,165,581	.....	57
.....	354,803	.....	354,803	615,134	.....	615,134	.....	58
.....	62,976	.....	62,976	151,694	.....	151,694	.....	59
192·22	97,114,254	1,803,554	98,917,808	614,709,819	179,349,774	794,059,593	1,845,923	

TABLE 2.—SUMMARY of Railway Capital at the

No.	Name of Railway.	Stocks. Amount Outstanding.	Stocks. Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 2. Col. 12.
		2	3	4
		$	$	Per cent.
1	Berlin and Waterloo			
2	Berlin and Northern	17,400	6,825	88·78
3	Berlin, Waterloo, Wellesley and Lake Huron	125,000	4,731	22·69
4	Brandon Municipal			
5	Brantford and Hamilton	300,000	13,044	31·23
6	British Columbia	9,173 000	26,619	58·00
7	Calgary Municipal			
8	Canadian Resources Development	486,000	2,545	100·00
9	Cape Breton (a)	1,359,000	16,723	58·00
10	Leased:—Sydney and Glace Bay	500,000	26,738	55·43
11	Chatham, Wallaceburg and Lake Erie	760,600	18,734	48·70
12	Cornwall	200,000	30,769	100·00
13	Edmonton Interurban	600,000	69,045	100·00
14	Edmonton Radial			
15	Fort William Terminal Railway and Bridge Co.	12,500	.....	100·00
15a	Fort William			
16	Grand Valley (c)	1,100,000	25,999	60·00
17	Guelph Radial	151,500	17,158	100·00
18	Halifax	1,400,000	64,775	70·00
19	Hamilton and Dundas	100,000	14,286	50·00
20	Hamilton, Grimsby and Beamsville	235,000	10,682	61·03
21	Hamilton	914,000	41,546	65·57
22	Hamilton Radial	111,150	3,299	41·00
23	Hull	292,000	9,326	100·00
24	International Transit	150,000	33,186	40·55
25	Kingston, Portsmouth & Cataraqui	83,100	10,388	45·60
26	Lethbridge Municipal			
27	Levis County	407,900	17,357	72·97
28	London	556,000	16,722	46·10
29	London and Lake Erie Railway and Transportation Co	2,000,000	67,797	74·00
30	Moncton Tramways (a)	1,125,400	321,543	73·77
31	Montreal Tramways (b)	3,000,000	12,849	9·00
32	Montreal and Southern Counties	1,000,000	27,144	100·00
33	Moosejaw	679,620	56,635	100·00
34	Nelson	81,000	20,769	100·00
35	Niagara Falls, Park and River			
36	Niagara, St. Catharines and Toronto	925,000	11,581	45·70
37	Niagara, Welland and Lake Erie	250,000	122,549	84·60
38	Nipissing Central	530,000	38,827	100·00
39	Oshawa	40,000	3,077	33·80
40	Ottawa	1,876,900	37,020	79·73
41	Peterborough Radial	100,000	16,447	42·33
42	Port Arthur			
43	Picton County (c)	300,000	37,037	50·00
44	Quebec Railway, Light and Power Co (d)	3,250,000	53,132	55·00
45	Regina			
46	Sandwich, Windsor and Amherstburg	297,000	7,438	33·11
47	Sarnia	90,000	9,838	53·00
48	Sherbrooke	1,090,500	114,429	50·00
49	St. John, N.B., (e)	800,000	42,105	44·41
50	St. Stephen	100,000	14,286	50·00
51	St. Thomas			
52	Suburban Rapid Transit Co., Winnipeg	100,000	5,084	16·67
53	Saskatoon			
54	Toronto	11,850,925	89,360	74·83
55	Toronto Suburban	1,500,000	146,140	36·10
56	Toronto and York	2,000,000	24,390	54·95
57	Windsor, Essex and Lake Shore	750,000	19,152	50·00
58	Winnipeg (a)	13,374,603	132,592	72·78
59	Winnipeg, Selkirk and Lake Winnipeg	111,500	5,038	22·00
60	Yarmouth (c)	54,500	18,167	81·10
	Total	66,311,098		

(a) Capitalization covers outside operations. (b) 1913 figures. (c) 1912 figures. (d) General capital of the Light and Power Co., all divisions. (e) Figures 1911.

close of the Year ending June 30, 1914.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding. Cols. 8+9+10+11	Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 5 / Col. 12.	Designation		Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6	No.
			Bonds.	Miscellaneous Obligations.			
$	$	Per cent.	$	$	$	$	
161,844	31,797	100·00	161,844	.....	161,844	31,797	1
2,400	942	11·22	2,400	.....	19,800	7,767	2
426,000	16,124	77·31	426,000	.....	551,000	20,855	3
450,000	52,941	100·00	450,000	.....	450,000	52,941	4
660,000	28,695	68·77	660,000	.....	960,000	41,739	5
6,827,000	19,812	42·00	6,827,000	.....	16,000,000	46,431	6
2,280,210	31,891	100·00	2,280,210	.....	2,280,210	31,891	7
.....	.....	.....	.....	.....	486,000	2,545	8
988,000	32,385	42·00	988,000	.....	2,347,000	49,108	9
402,000	21,978	44·57	402,000	.....	902,000	48,716	10
800,000	21,657	51·30	800,000	.....	1,560,600	40,391	11
.....	.....	.....	.....	.....	200,000	30,769	12
.....	.....	.....	.....	.....	600,000	69,045	13
3,004,388	57,075	100·00	3,004,388	.....	3,004,388	57,075	14
.....	.....	.....	.....	.....	12,500	.....	15
1,100,000	.....	.....	1,100,000	.....	1,100,000	.....	
688,800	17,036	40·00	688,800	.....	1,788,800	43,035	16
.....	.....	.....	.....	.....	151,500	17,158	17
600,000	27,752	30·00	600,000	.....	2,000,000	92,527	18
100,000	14,286	50·00	100,000	.....	200,000	28,572	19
150,000	6,818	38·97	150,000	.....	385,000	17,500	20
480,000	21,818	34·43	480,000	.....	1,394,000	63,364	21
160,000	6,400	59·00	160,000	.....	271,150	9,699	22
.....	.....	.....	.....	.....	292,000	9,326	23
220,000	8,673	59·45	220,000	.....	370,000	81,859	24
99,250	12,406	54·40	99,250	.....	182,350	22,794	25
408,877	34,946	100·00	408,877	.....	408,877	34,946	26
151,100	6,429	27·03	151,100	.....	559,000	23,786	27
650,000	19,549	53·90	650,000	.....	1,206,000	36,271	28
700,000	24,121	26·00	700,000	.....	2,700,000	91,918	29
400,000	114,286	26·23	400,000	.....	1,525,400	435,829	30
33,267,150	142,477	91·00	33,267,150	.....	36,267,150	155,326	31
.....	.....	.....	.....	.....	1,000,000	27,144	32
.....	.....	.....	.....	.....	679,620	56,635	33
.....	.....	.....	.....	.....	81,000	20,769	34
600,000	24,450	100·00	600,000	.....	600,000	24,450	35
1,098,000	13,747	54·30	1,098,000	.....	2,023,000	25,328	36
45,500	22,303	15·40	45,500	.....	295,500	144,852	37
.....	.....	.....	.....	.....	530,000	38,827	38
78,452	6,035	66·20	78,452	.....	118,452	9,112	39
477,000	9,408	20·27	477,000	.....	2,353,900	46,428	40
136,256	22,410	57·67	136,256	.....	236,256	38,857	41
816,488	44,519	100·00	816,488	.....	816,488	44,519	42
300,000	37,037	50·00	300,000	.....	600,000	74,074	43
2,513,434	41,089	45·00	2,513,434	.....	5,763,434	94,221	44
1,475,000	44,697	100·00	1,475,000	.....	1,475,000	44,69	45
600,000	15,026	66·89	600,000	.....	897,000	22,464	46
80,000	8,648	47·00	80,000	.....	170,000	18,480	47
1,090,500	114,429	50·00	1,090,500	.....	2,181,000	228,858	48
1,000,000	52,631	55·59	1,000,000	.....	1,800,000	94,736	49
100,000	14,286	50·00	100,000	.....	200,000	28,472	50
65,000	9,286	100·00	65,000	.....	65,000	9,286	51
500,000	25,445	83·33	500,000	.....	600,000	30,529	52
713,688	43,838	100·00	713,688	.....	713,688	43,838	53
3,987,207	30,065	25·17	3,987,207	.....	15,838,132	119,425	54
2,628,000	30,000	63·90	2,628,000	.....	4,128,000	176,140	55
1,640,000	20,000	45·05	1,640,000	.....	3,640,000	44,390	56
750,000	19,152	50·00	750,000	.....	1,500,000	38,302	57
5,000,000	49,569	27·22	5,000,000	.....	18,374,603	182,161	58
400,000	18,691	78·00	400,000	.....	511,500	23,729	59
12,700	4,233	18·90	12,700	.....	67,200	22,400	60
81,284,244	.....	.....	81,284,244	.....	147,595,342	.....	

TABLE 3.—SUMMARY of Income Account

No.	Name of Railway.	Income.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		$ cts.	$ cts.	$ cts.	$ cts
1	Berlin and Waterloo Street	14,205 06		245 05	14,450 11
2	Berlin and Northern	815 46			815 46
3	Berlin, Waterloo, Wellesley and Lake Huron	88,690 95		68 73	88,759 68
4	Brandon Municipal		6,627 62		−6,627 62
5	Brantford and Hamilton	31,838 14			31,838 14
6	British Columbia	919,357 11		2,151,997 87	3,071,354 98
7	Calgary Municipal	173,373 90		15,013 74	188,387 64
8	Canadian Resources Development, Ltd		2,327 70		−2,327 70
9	Cape Breton	87,642 28		124,308 84	211,951 12
10	Chatham, Wallaceburg and Lake Erie	38,506 35			38,506 35
11	Cornwall Street Light and Power Co	6,599 61		20 00	6,619 61
12	Edmonton Interurban		11,451 81		−11,451 81
13	Edmonton Radial	74,672 12			74,672 12
14	Fort William	20,412 25			20,412 25
15	Grand Valley	28,868 14			28,868 14
16	Guelph Radial	17,501 63		174 26	17,675 89
17	Halifax Tramway	116,317 31		167,875 17	284,192 48
18	Hamilton and Dundas	19,984 38		15	19,984 53
19	Hamilton, Grimsby and Beamsville	13,695 00			13,695 00
20	Hamilton Street	250,372 32			250,372 32
21	Hamilton Radial	22,349 93			22,349 93
22	Hull	41,051 28		32,734 78	73,786 06
23	International Transit Co	35,002 58		16,563 59	51,566 17
24	Kingston, Portsmouth and Cataraqui		4,379 22		−4,379 22
25	Lethbridge Municipal		6,377 56	360 00	−6,017 56
26	Levis County	18,954 13			18,954 13
27	London Street	99,276 10			99,276 10
28	London and Lake Erie Railway and Transportation Co	47,519 18		97 68	47,616 86
29	Moncton Tramways		738 69	70,379 38	69,640 69
30	Montreal and Southern Counties	28,837 49		106 42	28,943 91
31	Moosejaw	39,784 76			39,784 76
32	Nelson†		620 46		−620 46
33	Niagara Falls, Park and River	68,183 74		6,195 93	74,379 67
34	Niagara, St. Catherines and Toronto	149,089 01			149,089 01
35	Niagara, Welland and Lake Erie	10,937 10			10,937 10
36	Nipissing Central	31,544 77		6 73	31,551 50
37	Oshawa	20,556 58		589 11	21,145 69
38	Ottawa	447,336 35			447,336 35
39	Peterborough Radial	18,048 80		−323 15	17,725 65
40	Port Arthur*	14,444 78		77 50	14,522 28
41	Pictou County	24,773 25		34,415 14	59,188 39
42	Quebec Railway, Light and Power (Citadel)	188,978 31			188,978 31
43	Quebec Ry., Light and Power (Montmorency)	65,943 57			65,943 57
44	Regina Municipal		10,495 33		−10,495 33
45	Sandwich, Windsor and Amherstburg	100,321 95		75,054 10	175,376 05
46	Sarnia Street	13,648 25			13,648 25
47	Sherbrooke Railway and Power Co	10,159 51		43,799 01	53,958 52
48	St. Stephen	9,763 38			9,763 38
49	St. Thomas Municipal		5,045 86		−5,045 86
50	Suburban Rapid Transit Co. (Winnipeg)	9,371 12			9,371 12
51	Saskatoon Municipal	24,846 71			24,846 71
52	Toronto	2,972,565 89			2,972,565 89
53	Toronto Suburban	49,292 46		1,656 70	50,949 16
54	Toronto and York Radial	192,730 66			192,730 66
55	Windsor, Essex and Lake Shore Rapid	72,092 14			72,092 14
56	Winnipeg	1,064,937 62		762,010 81	1,826,948 43
57	Winnipeg, Selkirk and Lake Winnipeg	70,666 89			70,666 89
58	Yarmouth	1,685 53			1,685 53
	Total	7,867,545 83	48,064 25	3,503,427 54	11,322 909 12

* 5 months. † 6 months.

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for the Year ending June 30, 1914.

Deductions from Income.					Net.		No.
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	Other Deductions from Income.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	6,745 49	.....	242 33	6,987 82	7,462 29	.....	1
158 06	120 00	1,282 25	.....	1,560 31	.....	744 85	2
3,718 89	17,040 00	151 46	.....	20,910 35	67,849 33	.....	3
.....	7,825 00	89 55	.....	7,914 55	.....	14,542 17	4
3,826 22	39,600 00	29,430 33	.....	72,856 55	.....	41,018 41	5
136,707 26	646,336 11	.....	122,200 00	905,243 37	2,166,111 61	.....	6
3,623 48	106,359 48	.....	.....	109,982 96	78,404 68	.....	7
.....	.....	.....	.....	.....	.....	2,327 70	8
9,643 30	49,400 00	2,472 66	49,500 00	111,015 96	100,935 16	.....	9
2,369 42	34,725 00	2,396 22	.....	39,490 64	.....	984 29	10
.....	.....	.....	.....	.....	6,619 61	.....	11
.....	.....	.....	425 71	425 71	.....	11,877 52	12
.....	143,095 81	.....	170,108 61	313,204 42	.....	238,532 30	13
.....	.....	.....	.....	.....	20,412 25	.....	14
3,118 70	6,264 98	.....	.....	9,383 68	19,484 46	.....	15
1,629 35	.....	.....	.....	1,629 35	16,046 54	.....	16
15,267 65	30 000 00	.....	27,504 75	72,772 40	211,420 08	.....	17
1,286 82	5,000 00	.....	.....	6,286 82	13,697 71	.....	18
3,464 01	7,500 00	2,183 48	.....	13,147 49	547 51	.....	19
65,494 41	22,018 20	5,510 79	.....	93,023 40	157,348 92	.....	20
4,420 12	8,000 00	38,243 98	.....	50,664 10	.....	28,314 17	21
936 60	.....	.....	60,000 00	60,936 60	12,849 46	.....	22
1,177 09	12,000 00	8,177 25	.....	21,354 34	30,211 83	.....	23
.....	5,410 00	.....	.....	5,410 00	.....	9,789 22	24
2,759 40	18,801 36	.....	7,971 13	29,531 89	.....	35,549 45	25
684 50	7,555 00	7,037 26	130 65	15,407 41	3,546 72	.....	26
5,329 66	30,708 80	2,613 32	571 91	39,223 69	60,052 41	.....	27
1,523 17	35,000 00	5,747 70	5,143 63	47,414 50	202 36	.....	28
.....	23,854 17	2,379 30	.....	26,233 47	43,407 22	.....	29
4,855 46	.....	.....	.....	4,855 46	24,088 45	.....	30
.....	.....	.....	.....	.....	39,784 76	.....	31
.....	.....	.....	.....	.....	.....	620 46	32
3,702 37	30,000 00	.....	.....	33,702 37	40,677 30	.....	33
8,147 27	54,900 00	51,009 96	.....	114,057 23	35,031 78	.....	34
342 37	2,275 00	1,096 38	.....	3,713 75	7,223 35	.....	35
66 72	.....	.....	.....	66 72	31,484 78	.....	36
620 20	3,650 00	.....	.....	4,270 20	16,875 49	.....	37
26,983 13	19,080 00	10,808 58	.....	56,871 71	390,464 64	.....	38
153 23	6,537 50	.....	.....	6,690 73	11,034 92	.....	39
.....	31,727 02	.....	.....	31,727 02	.....	17,204 74	40
911 11	15,000 00	.....	24,634 07	40,545 18	18,643 21	.....	41
.....	.....	.....	.....	.....	188,978 31	.....	42
.....	.....	.....	.....	.....	65,943 57	.....	43
.....	70,500 00	.....	49,700 39	120,200 39	.....	130,695 72	44
6,333 54	31,500 00	.....	.....	37,833 54	137,542 51	.....	45
598 24	4,052 50	.....	.....	4,650 74	8,997 51	.....	46
399 96	48,265 00	.....	8,276 73	56,941 69	.....	2,983 17	47
562 68	5,000 00	.....	.....	5,562 68	4,200 70	.....	48
.....	.....	.....	.....	.....	.....	5,045 86	49
2,342 77	25,000 00	.....	.....	27,342 77	.....	17,971 65	50
.....	26,022 46	.....	.....	26,022 46	.....	1,175 75	51
1,170,176 40	196,174 07	.....	7,000 00	1,373,350 47	1,599,215 42	.....	52
842 01	6,300 00	.....	16,360 59	23,502 60	27,446 56	.....	53
6,761 89	82,000 00	48,902 34	.....	137,664 23	55,066 43	.....	54
1,840 25	37,500 00	17,290 39	.....	56,630 64	15,461 50	.....	55
228,812 71	250,000 00	.....	.....	478,812 71	1,348,135 72	.....	56
6,298 12	20,000 00	.....	.....	26,298 12	44,368 77	.....	57
.....	635 00	.....	2,095 71	2,730 71	.....	1,045 18	58
1,737,888 54	2,229,477 95	236,823 20	551,866 21	4,756,055 90	7,127,275 83	560,422 61	

TABLE 3.—SUMMARY of Income Account

No.	Name of Railway.	DEDUCTIONS, FROM NET INCOME.		
		Reserves and Special Charges.	Dividends.	Total Deductions.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo Street	5,816 77		5,816 77
2	Berlin and Northern			
3	Berlin, Waterloo, Wellesley and Lake Huron		12,500 00	12,500 00
4	Brandon Municipal			
5	Brantford and Hamilton			
6	British Columbia	723,728 39	1,329,696 00	2,053,424 39
7	Calgary Municipal	69,634 72		69,634 72
8	Canadian Resources Development, Limited			
9	Cape Breton	9,880 00	81,540 00	91,420 00
10	Chatham, Wallaceburg and Lake Erie			
11	Cornwall Street, Light and Power Co	3,000 00		3,000 00
12	Edmonton Interurban			
13	Edmonton Radial			
14	Fort William			
15	Grand Valley			
16	Guelph Radial	9,654 11	6,060 00	15,714 11
17	Halifax Tramway	8,617 98	112,000 00	120,617 98
18	Hamilton and Dundas		10,000 00	10,000 00
19	Hamilton, Grimsby and Beamsville			
20	Hamilton Street		73,120,00	73,120 00
21	Hamilton Radial			
22	Hull			
23	International Transit Co	25,492 86	4,257 14	29,750 00
24	Kingston, Portsmouth and Cataraqui			
25	Lethbridge Municipal			
26	Levis County			
27	London Street		33,360 00	33,360 00
28	London and Lake Erie Railway and Transportation Co			
29	Moncton Tramways			
30	Montreal and Southern Counties			
31	Moose Jaw		40,276 82	40,276 82
32	Nelson			
33	Niagara Falls, Park and River			
34	Niagara, St. Catharines and Toronto			
35	Niagara, Welland and Lake Erie			
36	Nipissing Central			
37	Oshawa			
38	Ottawa	55,000 00	281,535 00	336,535 00
39	Peterborough Radial			
40	Port Arthur	3,317 50		3,317 50
41	Pictou County		15,000 00	15,000 00
42	Quebec Railway, Light and Power (Citadel)			
43	Quebec Railway, Light and Power (Montmorency)			
44	Regina Municipal			
45	Sandwich, Windsor and Amherstburg			
46	Sarnia Street		5,400 00	5,400 00
47	Sherbrooke Railway and Power Co			
48	St. Stephen		4,000 00	4,000 00
49	St. Thomas Municipal			
50	Suburban Rapid Transit Co			
51	Saskatoon Municipal	25,619 58		25,619 58
52	Toronto		896,295 35	896,295 35
53	Toronto Suburban			
54	Toronto and York Radial			
55	Windsor, Essex and Lake Shore Rapid			
56	Winnipeg		1,268,875 20	1,268,875 20
57	Winnipeg, Selkirk and Lake Winnipeg	31,900 00		31,900 00
58	Yarmouth			
	Total	971,661 91	4,173,915 51	5,145,577 42

for the Year ending June 30, 1914.

		Profit and Loss Adjustments during the Year.		On June 30, 1914.		
Surplus for Year.	Deficit for Year.	Credit.	Debit.	Surplus.	Deficit.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,645 52				1,645 52		1
	744 85				744 85	2
55,349 33			2,398 62	52,950 71		3
	14,542 17				14,542 17	4
	41,018 14				41,018 41	5
112,687 22				112,687 22		6
8,769 96				8,769 96		7
	2,327 70	1,440 46			887 24	8
9,515 16				9,515 16		9
	984 29				984 29	10
3,619 61				3,619 61		11
	11,877 52		8,094 26		19,971 78	12
	238,532 30				238,532 30	13
20,412 25				20,412 25		14
19,484 46				19,484 46		15
332 43				332 43		16
90,802 10				90,802 10		17
3,697 71				3,697 71		18
547 51				547 51		19
84,228 92				84,228 92		20
	28,314 17				28,314 17	21
12,849 46			6,961 59	5,887 87		22
461 83			38 18	423 65		23
	9,789 22				9,789 22	24
	35,549 45				35,549 45	25
3,546 72				3,546 72		26
26,692 41		59 76	4,712 64	22,039 53		27
202 36				202 36		28
43,407 22		267 73		43,674 95		29
24,088 45				24,088 45		30
	492 06				492 06	31
	620 46				620 46	32
40,677 30				40,677 30		33
35,031 78				35,031 78		34
7,223 35				7,223 35		35
31,484 78				31,484 78		36
16,875 49				16,875 49		37
53,929 64			1,790 26	52,139 38		38
11,034 92			13,014 40		2,069 48	39
	20,522 24				20,522 24	40
3,643 21				3,643 21		41
188,978 31				188,978 31		42
65,943 57				65,943 57		43
	130,695 72				130,695 72	44
137,542 51			136,063 46	1,479 05		45
3,597 51				3,597 51		46
	2,983 17				2,983 17	47
200 70				200 70		48
	5,045 86				5,045 86	49
	17,971 65				17,971 65	50
	26,795 33	19,664 83			7,130 50	51
702,920 07		25,500 00		728,420 07		52
27,446 56				27,446 56		53
55,066 43				55,066 43		54
15,461 50				15,461 50		55
79,260 52				79,260 52		56
12,468 77				12,468 77		57
	1,045 18				1,045 18	58
2,011,127 55	589,851 75	46,932 78	173,163 41	1,873,955 37	578,910 20	

TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	Car Earnings.				
		Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo	45,848 40		1,380 96	224 95	47,454 31
2	Berlin & Northern	7,992 75		157 00	66 10	8,215 85
3	Berlin, Waterloo, Wellesley & Lake Huron	99,043 66	105,068 29	9,658 04	54 62	213,824 61
4	Brandon Municipal	43,190 00			150 50	43,305 50
5	Brantford & Hamilton	121,522 28	17,101 21	2,333 42	1,593 10	142,550 01
6	British Columbia	3,555,750 64	441,415 24		5,827 10	4,002,992 98
7	Calgary Municipal	724,402 16	735 57		7,504 15	732,641 88
8	Canadian Resources Development	528 25			1,600 00	2,128 25
9	Cape Breton	207,887 44		9,567 37	977 00	218,431 81
10	Chatham, Wallaceburg & Lake Erie	67,108 50	59,453 05	2,775 10	896 29	130,232 94
11	Cornwall	19,668 11	9,860 59	697 52		30,226 22
12	Edmonton Interurban	2,403 25				2,403 25
13	Edmonton Radial	628,989 10	7,690 21		7,214 51	643,893 82
13a	Fort William*					
14	Grand Valley	111,729 90		6,407 22		118,137 12
15	Guelph Radial	45,835 40	2,909 66			48,745 06
16	Halifax	301,771 11				301,771 11
17	Hamilton & Dundas	63,486 41	171 41	148 00	470 10	64,275 92
18	Hamilton, Grimsby & Beamsville	94,861 93	33,942 82	10,490 07	1,752 25	141,047 07
19	Hamilton	645,041 17			294 55	645,335 72
20	Hamilton Radial	160,419 70	11,459 16	496 85	531 50	172,907 21
21	Hull	136,690 36	20,773 74	3,244 44		160,708 54
22	International Transit	80,276 87				80,276 87
23	Kingston, Portsmouth & Cataraqui	41,003 67				41,003 67
24	Lethbridge Municipal	54,130 95			451 90	54,582 85
25	Levis County	83,324 74	5,202 79	676 67		89,204 20
26	London Street	346,551 74		1,605 18	357 75	348,514 67
27	London & LakeE rie Ry. & Transportation Co	116,438 68	13,654 50	2,994 80		133,087 98
28	Moncton Tramways	18,708 94				18,708 94
29	Montreal Tramways (b)					
30	Montreal & Southern Counties	183,954 41	691 12	2,580 47	3,609 45	190,835 45
31	Moose Jaw	111,334 05	181 00			111,515 05
32	Nelson†	6,130 10				6,130 10
33	Niagara Falls, Park and River	148,539 65		665 13	2,999 27	152,204 05
34	Niagara, St. Catharines & Toronto	341,424 41	177,726 77	2,296 20	20,850 07	542,297 45
35	Niagara, Welland & Lake Erie	21,337 37				21,337 37
36	Nipissing Central	94,342 47			5,023 26	99,365 73
37	Oshawa	12,671 32	66,850 38	5,423 03	1,329 45	86,274 18
38	Ottawa	1,071,686 18			5,127 45	1,076,813 63
39	Peterborough Radial	47,009 06				47,009 06
40	Port Arthur	61,768 32	802 20	982 73	74 50	63,627 75
41	Pictou County (a)	54,321 80	1,931 45			56,253 25
42	Quebec Ry., Lt. & Power Co. (Citadel)	476,051 96	428 34	198 12	9,840 53	486,518 95
43	" " (Montmorency)	197,224 61		5,499 52	16,339 91	219,064 04
44	Regina Municipal	213,238 59	4,685 09	625 00	498 26	219,046 94
45	Sandwich, Windsor & Amherstburg	262,133 25	7,653 81	810 00	382 10	270,979 16
46	Sarnia	48,717 70	6,364 70	1,970 45	2,968 25	60,021 10
47	Sherbrooke	46,964 55		255 19	141 30	47,361 04
48	St. John, N.B (c)	190,662 01				190,662 01
49	St. Stephen	36,216 42				36,216 42
50	St. Thomas	23,608 09			5 00	23,613 09
51	Suburban Rapid Transit Co., Winnipeg	43,361 54	3,854 30	714 47		47,930 31
52	Saskatoon Municipal	154,518 02			348 50	154,866 52
53	Toronto	6,151,838 69				6,151,838 69
54	Toronto Suburban	101,572 11		100 00		101,672 11
55	Toronto & York	506,225 71	75,655 55	4,224 45		586,105 71
56	Windsor, Essex & Lake Shore	128,654 28	31,834 83	3,018 05	283 51	163,790 67
57	Winnipeg Electric	2,499,778 01		435 00	5,410 16	2,505,623 17
58	Winnipeg, Selkirk & Lake Winnipeg	114,228 40	15,811 75	1,872 18		131,912 33
59	Yarmouth (a)	7,208 94		212 50		7,421 44
	Total	21,181,328 13	1,123,909 53	84,515 13	105,162 34	22,494,915 13

* For 6 months, undistributed. † In operation from February 1st, 1914.
(a) 1912. (b) 1913 figures, undistributed. (c) 1911.

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Operation for the Year ending June 30, 1914.

Miscellaneous Earnings.							Gross Earnings.	No.
Advertising	Rent of Lands or Buildings.	Rent of Tracks.	Rent of Equipment	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
750 00				3,600 00		4,350 00	51,804 31	1
112 50	89 00					201 50	8,417 35	2
	552 62	600 00			18 04	1,170 66	214,995 27	3
1,039 25						1,039 25	44,344 75	4
	6,328 35		649 78			6,978 13	149,528 14	5
10,131 94						10,131 94	4,013,124 92	6
10,996 59					219 80	11,216 39	743,858 27	7
							2,128 25	8
824 20	50 00				20 86	895 06	219,326 87	9
225 00	499 26		656 16	13 50	5,665 45	7,059 37	137,292 31	10
415 50				480 28	2,224 07	33,119 85	33,346 07	11
137 90	18 75					156 65	2,559 90	12
5,550 15	1,069 00	112 13			163 43	6,894 71	650,788 53	13
							70,411 85	13a
1,026 00	260 00	975 00			543 72	2,804 72	120,941 84	14
405 05	200 04			43 75	248 83	897 67	49,642 73	15
1,522 00						1,522 00	303,293 11	16
100 00	222 00	2,795 68	703 11			3,820 79	68,096 71	17
350 00	1,250 00		4,064 96			5,664 96	146,712 03	18
579 38	1,920 00		2,255 74			4,755 12	650,090 84	19
	300 00	978 00	8,168 47			9,446 47	182,353 68	20
975 00	50 00	229 50				1,254 50	161,963 04	21
1,487 99						1,487 99	81,764 86	22
300 00	935 19					1,235 19	42,238 86	23
1,206 95	360 00					1,566 95	56,149 80	24
677 50						677 50	89,881 70	25
1,439 04	156 00				265 80	1,860 84	350,375 51	26
600 00					1,228 99	1,828 99	134,916 97	27
200 00						200 00	18,908 94	28
							(b)6,754,227 37	29
1,070 88					369 82	1,440 70	192,276 15	30
1,078 65				655 97	25,596 13	27,330 75	138,845 80	31
151 50						151 50	6,281 60	32
1,309 21	133 35		2 74	792 04	8 40	2,245 74	154,449 79	33
	801 64		136 08		10,529 85	11,467 57	553,765 02	34
187 80						187 80	21,525 17	35
527 01		186 00	51 00			764 01	100,129 74	36
			1,147 78	5 50	1,807 39	2,960 67	89,234 85	37
	2,662 50	962 10		969 00		4,584 60	1,081,398 23	38
480 00			126 50			606 50	47,615 56	39
398 52			643 30	750 00	930 93	2,722 75	66,350 50	40
							56,253 25	41
2,154 98					178 12	2,333 10	488,852 05	42
	1,908 95				3,395 57	5,304 52	224,368 56	43
6,118 49	140 50				5,863 63	12,122 62	231,169 56	44
641 67	10 00			21,120 12	408 66	22,180 45	293,159 61	45
400 00					3,614 65	4,014 65	64,035 75	46
578 75					684 57	1,263 32	48,624 36	47
750 00						750 00	191,412 01	48
270 00				951 51	368 51	1,590 02	37,806 44	49
	337 50		1,400 00	36 00	448 63	2,222 13	25,835 22	50
				23,202 61	3,488 17	26,690 78	74,621 09	51
2,056 54					731 53	2,788 07	157,654 59	52
13,155 72					56,844 27	69,999 99	6,221,838 68	53
	300 00			23,213 07	815 41	24,328 48	126,000 59	54
1,294 21	1,409 40				15,345 54	18,049 15	604,154 86	55
400 00	87 27				129 69	616 96	164,407 63	56
8,535 00						8,535 00	2,514,158 17	57
125 00				7,016 30	1,335 26	8,476 56	140,388 89	58
225 00				2,331 02	10,931 33	13,487 35	20,908 79	59
82,960 87	22,051 32	6,838 41	20,005 62	85,171 67	154,425 05	371,452 94	29,691,007 29	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	MAINTENANCE—WAY AND STRUCTURES.			
		Maintenance of Track and Roadway.	Maintenance of Electric Line.	Maintenance of Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	.....	3,274 65	61 06	3,335 71
2	Berlin and Northern	.....	978 13	.....	978 13
3	Berlin, Waterloo, Wellesley and Lake Huron	14,302 88	2,088 62	1,253 23	17,644 73
4	Brandon Municipal	1,021 17	372 30	196 45	1,589 92
5	Brantford and Hamilton	17,455 52	2,076 17	89 18	19,620 87
6	British Columbia	152,643 90	34,981 02	2,406 71	190,031 63
7	Calgary Municipal	10,362 62	4,683 34	1,066 82	16,112 78
8	Canadian Resources Development	.....	.....	.....	.....
9	Cape Breton	11,264 51	3,098 89	681 76	15,045 16
10	Chatham, Wallaceburg and Lake Erie	16,000 08	3,318 72	1,213 03	20,531 83
11	Cornwall	2,170 48	158 38	.....	2,328 86
12	Edmonton Interurban	785 50	.....	38 52	824 02
13	Edmonton Radial	18,752 75	5,248 18	1,419 46	25,420 39
13a	Fort William (a)	.....	.....	.....	.....
14	Grand Valley	746 61	369 61	105 29	1,221 51
15	Guelph Radial	1,963 61	180 21	.....	2,143 82
16	Halifax	23,746 52	2,741 29	1,881 14	28,368 95
17	Hamilton and Dundas	5,102 43	1,654 16	224 33	6,980 92
18	Hamilton, Grimsby and Beamsville	15,756 93	3,572 85	680 68	20,010 46
19	Hamilton	43,688 50	5,392 44	722 39	49,803 33
20	Hamilton Radial	16,734 10	4,129 39	540 71	21,404 20
21	Hull	11,309 64	3,272 42	1,044 14	15,626 20
22	International Transit	2,591 44	1,043 28	42 14	3,676 86
23	Kingston, Portsmouth and Cataraqui	17,301 66	1,543 16	31 29	18,876 11
24	Lethbridge Municipal	1,200 91	415 41	657 64	2,273 96
25	Levis County	4,331 18	1,670 04	169 34	6,170 56
26	London Street	20,537 81	6,393 08	930 00	27,860 89
27	London and Lake Erie Railway and Transportation Co	12,151 78	1,624 93	1,064 20	14,840 91
28	Moncton Tramways	1,635 73	279 44	6 76	1,921 93
29	Montreal Tramways (a)	.....	.....	.....	.....
30	Montreal and Southern Counties	7,832 76	2,567 00	529 62	10,929 38
31	Moose Jaw	1,971 47	939 20	25 97	2,936 64
32	Nelson	99 05	2,113 04	90 30	2,302 39
33	Niagara Falls, Park and River	15,634 59	1,583 39	651 90	17,869 88
34	Niagara, St. Catharines and Toronto	41,311 28	6,832 90	21,505 13	69,649 31
35	Niagara, Welland and Lake Erie	197 31	175 77	107 99	481 07
36	Nipissing Central	7,351 12	1,958 92	221 00	9,531 04
37	Oshawa	8,700 39	Cr. 65 18	480 42	9,115 63
38	Ottawa	34,136 94	28,152 34	5,340 16	67,629 44
39	Peterborough Radial	680 01	93 20	.....	773 21
40	Port Arthur	2,509 10	1,886 51	351 96	4,747 57
41	Pictou County†	3,789 40	200 11	.....	3,989 51
42	Quebec Ry., Lt. and Power Co., (Citadel)	18,546 46	3,026 04	4,397 00	25,969 50
43	" " " (Montmorency)	21,490 52	2,751 67	2,590 84	26,833 03
44	Regina Municipal	3,426 03	2,968 92	1,733 22	8,128 17
45	Sandwich, Windsor and Amherstburg	36,842 15	4,767 61	1,038 87	42,648 63
46	Sarnia	3,177 65	401 70	55 00	3,634 35
47	Sherbrooke	3,288 80	1,560 18	376 98	5,225 96
48	St. John, N.B.	11,728 21	2,020 67	537 55	14,286 43
49	St. Stephen	3,066 22	2,150 31	397 43	5,613 96
50	St. Thomas	1,397 32	182 45	.....	1,579 77
51	Suburban Rapid Transit Co. (Winnipeg)	7,216 48	258 87	120 00	7,595 35
52	Saskatoon Municipal	3,969 31	1,560 28	957 64	6,487 23
53	Toronto	95,968 02	37,465 99	28,049 12	161,483 13
54	Toronto Suburban	5,308 59	771 16	186 28	6,266 03
55	Toronto and York	32,410 11	6,061 33	3,256 26	41,727 70
56	Windsor, Essex and Lake Shore	14,727 55	2,140 69	261 75	17,129 99
57	Winnipeg	36,366 92	12,362 15	2,064 27	50,793 34
58	Winnipeg, Selkirk and Lake Winnipeg	7,583 58	527 52	248 13	8,359 23
59	Yarmouth	513 26	.....	735 87	1,249 13
	Total	854,798 86	221,974 85	92,836 93	1,169,610 64

(a) Undistributed. †1912.

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for the Year ending June 30, 1914.

Maintenance—Equipment.							
Maintenance of Steam Plant.	Maintenance of Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	
2,362 78	3,899 42			226 41		6,448 61	1
	523 30					523 30	2
400 36	903 70	720 35	4,752 79	956 43		7,733 63	3
		1,573 25	53 03	332 05		1,958 33	4
	7,878 90	3,992 99	6,851 93		7,743 29	26,467 11	5
11,739 64	132,598 06	51,112 89		163 91	8,423 82	204,038 32	6
		54,780 69	16,737 19	19 66	2,694 02	74,231 56	7
		349 56				349 56	8
2,375 31		6,768 94	4,786 00	1,317 97	721 59	15,969 81	9
20		3,932 23	2,658 41	862 21	278 88	7,731 93	10
39 34		2,821 75	1,006 70	81 56		3,949 35	11
		764 46	19 29	7 08	28 83	819 66	12
		39,616 69	18,853 53	1,246 22	4,292 21	64,008 65	13
							13a
				7,157 74		7,157 74	14
		370 97	6,558 19			6,929 16	15
5,075 65	996 86	9,616 75	8,072 94	1,140 00	1,161 07	26,063 27	16
		781 93	445 23		5,321 42	6,548 58	17
	970 86	9,870 95	5,276 59		9,859 01	25,977 41	18
		32,820 18	22,048 28		Cr. 13,221 13	41,641 33	19
		11,130 41	4,763 24		7,814 34	23,707 99	20
		10,228 57	10,228 57			20,457 14	21
	417 89	2,953 39	1,265 04	4 70	566 66	5,207 68	22
	649 04		3,657 66	196 86		4,503 56	23
		5,564 51	1,799 19	115 56	45 48	7,524 74	24
	311 07	4,902 28	3,528 16	553 94	767 37	10,062 82	25
2,799 62	1,667 96	13,185 38	12,800 05	366 54	2,611 09	33,430 64	26
33 00	1,136 10	4,548 51	4,879 90	494 28		11,091 79	27
		1,809 05	1,281 63	26 89	463 19	3,580 76	28
							29
	493 06	6,547 65	4,918 37		687 56	12,646 64	30
415 10	254 44	1,717 23	220 84	162 29	440 44	3,210 34	31
		199 91	104 26		22 68	326 85	32
	718 56	2,681 43	502 02	320 34		4,222 35	33
	5,966 52	21,009 55	35,570 87	157 32	2,339 85	65,044 11	34
		896 86	83 44		11 25	991 55	35
659 98	538 10	2,675 32	906 55	19 82	431 28	5,231 05	36
	81 38	2,740 92	1,815 16	731 95	2,528 16	7,897 57	37
7,285 62	2,830 81	44,959 56	26,139 02	2,358 70	2,061 36	85,635 07	38
	6 96	1,994 58	1,473 79	75		3,476 08	39
	77 56	4,135 62	1,674 63	108 52	1,372 56	7,368 89	40
374 97		149 90	1,085 55	662 85		2,273 27	41
		15,676 20	12,513 31	212 00	211 05	28,612 56	42
189 96	208 06	6,310 00	8,752 65	189 96	1,011 28	16,661 91	43
		5,146 79	3,341 41	829 23	92 55	9,409 98	44
	1,840 98	11,440 20	10,048 93	256 83		23,586 94	45
		2,382 10	6,324 71			8,706 81	46
		1,430 62	180 79			1,611 41	47
867 42	55 33	9,552 00	8,620 35	464 25	323 09	19,882 44	48
293 10		962 71	937 17		75 60	2,268 58	49
			3,211 64			3,211 64	50
				231 96		231 96	51
943 42		9,164 30	2,892 72	5,213 80		18,214 24	52
34,384 06	9,543 42	240,103 07	154,949 63	38,763 80	18,379 05	496,123 03	53
		4,122 22	1,827 49	2,086 44		8,036 15	54
326 44	1,265 89	32,142 01	30,655 37	18,239 61	110 56	82,739 88	55
1,516 75		9,697 05	8,074 10	627 50		19,915 40	56
		104,096 66	43,873 72	13,590 19	5,109 63	166,670 20	57
		7,116 13		1,860 26		8,976 39	58
1,084 70		316 39			46 33	1,447 42	59
73,167 42	175,834 23	823,583 66	513,016 03	102,358 38	74,825 42	1,762,785 14	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	TRANSPORTATION—OPERATION.			
		Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	3,000 00	4,422 48		
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	2,066 25	1,296 60		300 50
4	Brandon Municipal				
5	Brantford and Hamilton	3,761 25			
6	British Columbia	44,614 72	7,565 49	10,579 70	7 48
7	Calgary Municipal				
8	Canadian Resources Development				
9	Cape Breton				
10	Chatham, Wallaceburg and Lake Erie				
11	Cornwall	1,215 45	802 12		
12	Edmonton Interurban		953 86		
13	Edmonton Radial				
13a	Fort William				
14	Grand Valley	2,849 14	10,122 67		450 10
15	Guelph Radial		280 54		297 50
16	Halifax	3,951 45	14,666 85	509 60	419 85
17	Hamilton and Dundas				
18	Hamilton, Grimsby and Beamsville	3,854 60			
19	Hamilton				
20	Hamilton Radial				
21	Hull				
22	International Transit				
23	Kingston, Portsmouth and Cataraqui				
24	Lethbridge Municipal				
25	Levis County	928 00			58 12
26	London Street	7,276 71	19,786 24	113 95	441 08
27	London and Lake Erie Railway and Transportation Co	3,598 79	257 19		213 78
28	Moncton Tramways				
29	Montreal Tramways				
30	Montreal and Southern Counties	4,204 34			
31	Moose Jaw	5,690 80	8,417 39	170 42	1,279 75
32	Nelson	375 00			
33	Niagara Falls, Park and River	5,260 74			125 96
34	Niagara, St. Catharines and Toronto	5,857 42			
35	Niagara, Welland and Lake Erie				
36	Nipissing Central	2,208 63			
37	Oshawa	3,081 81	173 10		
38	Ottawa	31,399 25		3,186 62	137 32
39	Peterborough Radial				
40	Port Arthur				
41	Pictou County	2,924 58	4,332 69	80 00	237 03
42	Quebec Ry., Lt. and Power Co., (Citadel)				
43	" " " (Montmorency)	1,163 53			
44	Regina Municipal				
45	Sandwich, Windsor and Amherstburg	6,259 61	2,227 05		
46	Sarnia				
47	Sherbrooke				
48	St. John, N.B.	3,921 81	15,849 86	1,200 00	
49	St. Stephen	2,409 59	3 50	141 22	644 27
50	St. Thomas				
51	Suburban Rapid Transit Co. (Winnipeg)	2,555 00			
52	Saskatoon Municipal				
53	Toronto				
54	Toronto Suburban				
55	Toronto and York	21,653 22	11,246 20		455 52
56	Windsor, Essex and Lake Shore	3,810 78	7,893 43		
57	Winnipeg				
58	Winnipeg, Selkirk and Lake Winnpieg	4,264 00			
59	Yarmouth	1,098 50	3,540 50	772 50	130 14
	Total	185,254 97	113,837 76	16,754 01	5,198 40

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for the Year ending June 30, 1914—*Continued.*

Power Plant.		Transportation—Operation of Cars.						
Miscellaneous Supplies and Expenses of Power Plant.	Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors.	Wages of Motormen.	Wages of Miscellaneous Car Service	Wages of Car House Employees.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	7,422 48	388 64	4,268 89	4,268 90	.....	2,650 07	1
.....	.....	.....	.....	941 80	941 80	222 68	.....	2
.....	20,016 64	23,679 99	2,280 00	9,331 85	9,378 05	5,443 80	5,438 65	3
.....	12,672 47	12,672 47	2,489 93	10,366 12	10,366 13	.....	3,244 34	4
.....	13,325 96	17,087 21	1,531 22	5,141 78	5,141 78	4,060 20	2,420 21	5
11,509 78	598,916 95	673,194 12	86,359 72	497,082 99	497,082 99	79,327 55	103,082 07	6
.....	143,332 97	143,332 97	6,810 00	129,350 38	129,350 33	1,700 86	.....	7
.....	1,500 00	1,500 00	.....	975 60	1,000 00	.....	.....	8
.....	24,179 07	24,179 07	2,939 86	16,922 65	16,922 66	2,036 65	3,478 81	9
1 60	15,390 49	15,392 09	939 54	8,617 90	8,210 14	4,414 74	1,865 35	10
.....	.....	2,017 57	.....	5,250 21	5,250 20	.....	.....	11
.....	.....	953 86	107 67	334 46	334 47	153 25	240 56	12
.....	166,971 82	166,971 82	15,987 28	99,980 33	99,980 34	6,747 71	13,392 87	13
.....	.....	.....	.....	.....	.....	.....	.....	13a
.....	11,054 20	24,476 11	2,551 31	13,071 71	13,071 72	.....	8,485 34	14
.....	5,757 71	6,335 75	.....	5,904 25	5,904 24	900 47	.....	15
935 20	.....	20,482 95	1,900 00	39,064 67	39,064 66	5,926 20	2,118 00	16
.....	6,315 16	6,315 16	706 97	4,781 26	4,781 26	63 89	248 16	17
.....	12,516 47	16,371 07	1,500 55	7,399 78	7,399 79	9,303 22	600 82	18
.....	62,230 61	62,230 61	12,600 77	62,953 87	62,953 87	.....	5,638 25	19
.....	20,573 21	20,573 21	3,453 03	13,398 37	13,398 37	3,529 12	1,526 37	20
.....	14,471 15	14,471 15	.....	21,983 98	21,983 98	.....	.....	21
1,004 71	9,421 88	10,426 59	.....	7,879 97	7,994 26	1,342 00	1,685 99	22
.....	4,100 00	4,100 00	.....	4,163 75	4,122 15	4,218 75	.....	23
.....	14,607 43	14,607 43	460 00	13,458 85	13,950 65	1,044 00	.....	24
.....	10,500 00	11,486 12	1,260 00	9,989 77	10,093 75	544 93	1,751 52	25
526 06	15,297 46	43,441 50	5,628 64	46,834 97	47,064 37	4,977 15	4,064 23	26
268 92	15,616 08	19,954 76	274 26	7,985 08	7,985 09	.....	1,200 00	27
.....	4,586 00	4,586 00	495 00	2,942 74	3,009 27	528 72	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	29
836 01	27,306 59	32,346 94	7,974 93	14,179 02	14,179 02	12,986 93	2,972 33	30
550 68	.....	16,109 04	17 00	23,735 19	23,735 18	.....	2,975 10	31
23 19	.....	398 19	750 00	1,329 05	1,486 80	.....	296 40	32
665 89	.....	6,052 59	3,296 49	9,929 95	9,483 25	323 10	2,256 05	33
968 38	24,761 88	31,587 68	9,517 78	25,830 78	25,830 79	60,667 35	5,940 98	34
388 59	1,296 04	1,684 63	846 90	2,300 83	2,458 89	.....	.....	35
.....	14,147 71	16,356 34	.....	7,832 96	7,832 97	209 69	2,143 83	36
175 87	7,896 99	11,327 77	1,599 96	4,654 51	4,654 52	.....	.....	37
676 93	20,937 67	56,337 79	.....	139,997 14	139,997 15	9,678 69	16,737 20	38
.....	2,055 00	2,055 00	833 23	7,363 73	7,535 50	1,229 36	.....	39
.....	12,067 70	12,067 70	1,669 00	8,149 87	8,313 89	564 95	1,772 67	40
55 00	.....	7,629 30	.....	3,359 83	3,359 93	736 66	3,329 15	41
.....	29,847 05	29,847 05	13,168 10	60,656 16	60,656 16	1,465 17	14,420 65	42
.....	20,000 00	21,163 53	3,842 81	16,835 59	13,147 08	19,010 45	900 22	43
.....	64,934 35	64,934 35	3,728 65	50,770 22	51,783 03	3,344 85	14,984 60	44
1,007 83	28,444 00	37,938 49	1,345 00	30,856 15	30,856 16	.....	.....	45
.....	12,162 62	12,162 62	250 00	5,501 92	5,501 93	.....	.....	46
.....	6,000 00	6,000 00	644 08	6,975 85	6,979 81	.....	3,289 43	47
652 27	.....	21,623 94	3,210 00	28,064 65	28,064 66	.....	9,036 08	48
3,125 00	.....	6,323 58	.....	3,171 99	3,179 53	.....	2,573 20	49
.....	5,709 89	5,709 89	.....	7,579 40	7,579 41	.....	2,957 82	50
266 73	25,256 78	28,078 51	.....	12,864 10	12,082 50	.....	.....	51
.....	28,330 26	28,330 26	2,642 68	29,987 57	29,987 57	.....	.....	52
58,255 82	469,051 22	527,307 04	127,847 94	678,544 46	638,131 97	.....	305,337 25	53
.....	17,624 49	17,624 49	1,812 50	8,074 16	8,695 67	.....	6,873 12	54
205 46	63,515 37	97,075 77	9,933 70	28,139 85	28,139 86	.....	39,251 70	55
750 62	.....	12,454 83	502 09	5,658 03	5,658 02	13,886 23	.....	56
.....	234,791 34	234,791 34	34,212 30	381,776 20	378,929 10	8,697 95	52,641 57	57
332 15	13,518 87	18,115 02	.....	6,474 25	6,612 60	3,985 95	.....	58
31 46	.....	5,573 10	.....	1,515 14	1,515 14	.....	98 80	59
83,214 15	2,333,009 55	2,737,268 84	380,309 53	2,662,486 53	2,617,373 31	273,273 22	653,919 76	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	TRANSPORTATION—OPERATION			
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	492 28	1,207 83		
2	Berlin and Northern		516 47		
3	Berlin, Waterloo, Wellesley and Lake Huron		10,792 20		
4	Brandon Municipal		2,812 75		
5	Brantford and Hamilton	1,770 50	2,187 90	1,186 78	
6	British Columbia	11,676 62	119,862 18	17,440 41	13,899 38
7	Calgary Municipal	18,470 46	1,855 54	2,009 49	7,240 54
8	Canadian Resources Development		64 20	92 50	
9	Cape Breton		4,425 53		404 51
10	Chatham, Wallaceburg and Lake Erie	166 84	7,965 23	12,055 33	
11	Cornwall		738 10		602 35
12	Edmonton Interurban	149 16	168 11		
13	Edmonton Radial		24,989 01		6,868 70
13a	Fort William				
14	Grand Valley	15 35	286 85		
15	Guelph Radial				
16	Halifax	1,100 00	413 00		2,656 30
17	Hamilton and Dundas	741 89	704 64	4,990 49	
18	Hamilton, Grimsby and Beamsville	1,967 64	2,068 54	7,995 40	
19	Hamilton	10,799 30	7,667 11	2,968 11	
20	Hamilton Radial	2,465 69	2,180 12	21,859 59	
21	Hull	1,349 28	900 00		
22	International Transit	403 03	565 53		
23	Kingston, Portsmouth and Cataraqui				
24	Lethbridge Municipal	585 29	752 15		
25	Levis County	1,036 73		2,489 98	391 41
26	London Street	968 68	1,709 72	416 27	497 55
27	London and Lake Erie Railway and Transportation Co	1,029 63	213 64		
28	Moncton Tramways	164 89	1,859 07		
29	Montreal Tramways				
30	Montreal and Southern Counties		29 74		
31	Moose Jaw		2,595 20		
32	Nelson				
33	Niagara Falls, Park and River		1,905 18		399 03
34	Niagara, St. Catherines and Toronto		16,484 90	43,516 25	767 12
35	Niagara, Welland and Lake Erie		2 75		
36	Nipissing Central	697 70	1,215 36	450 00	122 55
37	Oshawa		14,891 47	5,234 74	
38	Ottawa		27,694 50		
39	Peterborough Radial	593 28	292 62		440 53
40	Port Arthur	1,391 89	360 33	153 86	4 50
41	Pictou County		102 50		
42	Quebec Ry., Lt. and Power Co. (Citadel)		10,242 15		3,000 00
43	" " " (Montmorency)		7,487 31		
44	Regina Municipal	6,368 83	5,695 74		3,296 18
45	Sandwich, Windsor and Amherstburg		7,389 83		
46	Sarnia				
47	Sherbrooke		754 61		
48	St. John, N.B.		3,599 31		
49	St. Stephen	43 00			
50	St. Thomas				
51	Suburban Rapid Transit Co. (Winnipeg)		210 00	1,800 00	
52	Saskatoon Municipal		6,295 37		
53	Toronto		4,913 43		6,951 74
54	Toronto Suburban	3,386 53	620 02		1,395 34
55	Toronto and York		1,765 15		7,549 32
56	Windsor, Essex and Lake Shore		1,497 32		
57	Winnipeg	45,467 43	7,394 30		13,034 19
58	Winnipeg, Selkirk and Lake Winnipeg	1,244 93		3,193 81	331 75
59	Yarmouth				
	Total	114,546 85	320,344 51	127,853 01	69,852 99

or the Year ending June 30, 1914—*Continued.*

OF CARS—*Continued.*		GENERAL.						No.
Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries, Clerks.	Printing and Stationery.	Miscellaneous Office Expenses.	Store Expenses.	Stable Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
215 68	13,492 29	1,000 00	480 00	184 28	.....	.....	.....	1
.....	2,622 75	115 00	1,019 55	.....	80 00	.....	.....	2
833 13	43,497 68	4,316 10	14,726 05	910 35	1,130 47	198 69	.....	3
.....	29,279 27	2,000 00	976 82	48 85	589 95	32 58	.....	4
707 70	24,148 07	1,656 00	6,397 55	686 48	.....	.....	5,478 83	5
1,385 79	1,427,199 70	190,585 59	167,645 01	2,423 61	31,002 55	680 00	.....	6
1,251 43	298,039 03	6,090 00	7,757 90	1,365 35	1,250 82	956 21	Cr. 19 30	7
.....	2,132 30	.....	.....	6 50	.....	.....	.....	8
3,145 37	50,276 04	6,535 07	4,711 39	1,076 19	738 58	922 61	302 43	9
33 64	44,268 71	3,924 37	2,081 32	1,464 75	1,029 31	174 50	.....	10
.....	11,840 86	.....	1,273 70	142 45	461 57	.....	.....	11
318 30	1,805 98	4,462 65	2,731 73	147 72	775 85	705 38	.....	12
1,282 22	269,228 46	6,044 93	10,401 00	1,052 68	1,786 10	3,302 79	410 66	13
.....	.....	.....	.....	.....	.....	.....	.....	13a
6,785 57	44,267 85	3,000 00	2,191 66	712 66	487 26	.....	.....	14
.....	12,708 96	1,511 56	.....	265 85	186 36	.....	.....	15
1,611 40	93,854 23	4,903 34	2,842 70	765 46	283 06	273 00	733 50	16
296 51	17,315 07	734 40	2,854 78	225 12	.....	.....	48 00	17
807 81	39,043 55	1,584 00	7,183 45	743 62	.....	.....	1,672 72	18
2,146 41	167,727 69	6,811 20	16,400 54	927 82	.....	.....	.....	19
1,683 50	63,494 16	2,145 60	7,428 32	689 05	.....	.....	1,086 79	20
4,749 90	50,967 14	2,915 00	3,465 05	655 55	890 57	.....	.....	21
.....	19,870 78	1,589 94	1,577 73	89 30	579 57	.....	.....	22
497 66	13,002 31	2,764 15	.....	244 99	416 74	.....	.....	23
2,066 58	32,317 52	.....	1,344 00	206 60	406 65	18 31	.....	24
3,458 88	31,016 97	2,833 28	1,119 84	243 72	.....	.....	642 29	25
1,235 08	113,396 66	4,675 00	2,771 47	235 77	753 57	1,905 12	331 80	26
.....	18,687 70	3,000 00	9,041 11	1,201 34	477 73	.....	.....	27
.....	8,999 69	.....	.....	.....	144 06	.....	11 66	28
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	52,321 97	.....	8,703 88	1,536 95	1,530 81	688 58	.....	30
76 75	53,134 42	3,774 80	4,932 15	1,074 37	654 87	1,045 47	481 11	31
.....	3,862 25	.....	76 60	136 09	32 00	.....	.....	32
946 38	28,539 43	769 57	542 73	148 42	207 70	176 29	139 01	33
3,159 22	191,715 17	10,720 35	12,098 35	4,438 72	1,474 03	907 86	.....	34
112 57	5,721 94	.....	745 67	179 16	25 26	.....	.....	35
1,044 82	21,549 88	360 00	1,830 00	305 09	378 32	7 27	.....	36
892 11	31,927 31	.....	5,325 89	.....	.....	.....	483 36	37
17,102 80	351,207 48	.....	23,999 66	1,924 47	442 61	1,569 32	2,209 96	38
56 97	18,345 22	718 59	1,161 18	81 91	359 55	10 74	.....	39
546 91	22,927 87	1,500 00	1,507 50	677 60	77 47	.....	.....	40
720 59	11,608 66	2,100 00	503 62	.....	261 52	.....	389 70	41
17,990 46	181,598 85	8,763 67	4,381 84	1,230 99	448 09	2,811 68	876 38	42
3,086 44	64,309 90	2,405 86	7,693 95	3,079 42	776 74	.....	.....	43
286 76	140,258 86	2,945 31	5,377 97	905 41	766 05	782 50	253 98	44
.....	70,447 14	4,000 00	3,813 50	766 82	.....	.....	.....	45
.....	11,253 85	1,632 00	1,446 75	413 19	423 52	.....	1,302 86	46
1,870 63	20,514 41	.....	2,269 10	73 95	383 48	.....	135 91	47
9,103 04	81,077 74	1,393 32	1,289 70	.....	529 00	536 83	564 81	48
600 20	9,567 92	2,496 00	550 00	.....	116 70	.....	.....	49
.....	18,116 63	910 00	480 00	270 40	.....	.....	.....	50
.....	26,956 60	700 00	.....	.....	1,090 06	.....	.....	51
.....	68,913 19	.....	.....	1,196 04	.....	.....	404 79	52
6,688 71	1,768,415 50	36,600 51	61,312 69	6,452 74	.....	10,010 52	4,616 35	53
349 82	31,207 16	2,400 00	2,226 18	.....	742 35	.....	802 99	54
4,735 22	119,514 80	7,800 00	7,298 75	964 13	704 86	2,625 38	8,953 85	55
.....	27,201 69	3,474 47	1,854 83	328 81	519 61	498 00	.....	56
.....	922,153 04	13,200 00	18,177 78	.....	16,252 00	2,413 48	.....	57
.....	21,843 29	3,775 09	5,961 80	756 32	1,191 99	.....	.....	58
.....	3,129 08	1,661 44	.....	112 33	.....	.....	.....	59
103,882 96	7,323,842 67	379,298 16	463,984 74	43,769 39	72,859 36	33,253 11	32,314 44	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	General—		
		Advertising and Attractions.	Miscellaneous General Expenses.	Damages.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo		1,645 18	
2	Berlin and Northern			243 43
3	Berlin, Waterloo, Wellesley and Lake Huron	50 45	4,890 97	100 00
4	Brandon Municipal	90 90		52 13
5	Brantford and Hamilton	109 07	1,411 74	3,418 58
6	British Columbia	4,790 01	44,054 28	126,010 89
7	Calgary Municipal	348 71	4,300 62	9,036 96
8	Canadian Resources Development		22 00	
9	Cape Breton	695 53	3,788 45	3,198 12
10	Chatham, Wallaceburg and Lake Erie		831 39	249 40
11	Cornwall	2,032 62	900 00	413 14
12	Edmonton Interurban		168 33	17 64
13	Edmonton Radial	2,083 71	2,681 27	
13a	Fort William			
14	Grand Valley		972 83	85 00
15	Guelph Radial		1,349 32	
16	Halifax		310 00	6,869 31
17	Hamilton and Dundas	48 88	288 51	1,468 46
18	Hamilton, Grimsby and Beamsville	117 45	944 98	4,490 14
19	Hamilton	1,214 82	963 73	28,992 14
20	Hamilton Radial	140 90	1,134 82	4,230 29
21	Hull	230 00	4,561 12	3,000 00
22	International Transit		580 08	
23	Kingston, Portsmouth and Cataraqui	802 93	1,149 00	147 40
24	Lethbridge Municipal	1,184 54	1,058 45	635 04
25	Levis County	78 22	939 63	629 37
26	London Street	74 70	2,005 37	12,129 30
27	London and Lake Erie Railway and Transportation Co.	455 61	3,082 58	1,133 81
28	Moncton Tramways		43 53	
29	Montreal Tramways			
30	Montreal and Southern Counties	1,073 28	388 19	
31	Moose Jaw	31 65	918 92	7,742 65
32	Nelson		687 50	
33	Niagara Falls, Park and River	3,461 21	4,131 22	5,674 21
34	Niagara, St. Catherines and Toronto	3,147 26	1,554 60	6,598 66
35	Niagara, Welland and Lake Erie			
36	Nipissing Central	780 50	86 85	58 00
37	Oshawa			16 40
38	Ottawa		19,570 50	12,955 15
39	Peterborough Radial	12 00	1,013 53	12 00
40	Port Arthur		431 12	64 00
41	Pictou County*		1,138 36	1,001 98
42	Quebec Railway, Light and Power Co. (Citadel)		5,171 91	2,258 14
43	" " " (Montmorency)		11,894 69	465 41
44	Regina Municipal	1,192 89	1,181 62	86 00
45	Sandwich, Windsor and Amherstburg	362 50	1,818 72	5,241 62
46	Sarnia	6 00	7,933 43	
47	Sherbrooke		272 08	
48	St. John, N.B.	1,090 67	2,763 20	1,786 35
49	St. Stephen		118 44	500 00
50	St. Thomas		4 00	
51	Suburban Rapid Transit Co. (Winnipeg)		597 47	
52	Saskatoon Municipal		4,922 83	1,207 54
53	Toronto	126 54	11,821 81	122,736 76
54	Toronto Suburban		1,242 18	
55	Toronto and York	3,280 78	24,183 10	10,150 00
56	Windsor, Essex and Lake Shore	1,177 86	600 00	
57	Winnipeg		24,769 37	
58	Winnipeg, Selkirk and Lake Winnipeg	242 95	499 92	
59	Yarmouth*		5,692 31	
	Total	30,535 14	219,486 07	385,105 42

*1912. (a) $4,032,664.57—1913 figures, undistributed.

for the Year ending June 30, 1914—*Concluded.*

Concluded.

Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General.	Grand Total Operating Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	408 40	381 91	.....	2,760 39	6,860 16	37,599 25	1
.....	.....	100 00	1,679 83	239 90	3,477 71	7,601 89	2
.....	250 61	174 60	1,800 00	5,200 00	33,748 29	126,304 32	3
.....	.....	.....	.....	1,681 15	5,472 38	50,972 37	4
.....	426 91	640 00	8,885 41	1,256 17	30,366 74	117,690 00	5
5,530 41	.....	.....	10,753 63	15,828 06	599,304 04	3,093,767 81	6
524 20	.....	1,333 75	.....	5,822 81	38,768 03	570,484 37	7
.....	.....	.....	357 42	88 17	474 09	4,455 95	8
.....	1,215 81	.....	.....	3,030 33	26,214 51	131,684 59	9
.....	12 00	.....	35 00	1,059 36	10,861 40	98,785 96	10
.....	70 00	.....	.....	1,316 34	6,609 82	26,746 46	11
.....	62 90	.....	.....	535 99	9,608 19	14,011 71	12
9,729 38	5,240 95	.....	21 30	7,732 32	50,487 09	576,116 41	13
.....	.....	.....	.....	.....	.....	49,999 60	13*a*
.....	4,125 18	1,493 46	600 00	1,282 44	14,950 49	92,073 70	14
.....	165 30	.....	.....	545 02	4,023 41	32,141 10	15
.....	379 00	.....	.....	847 03	18,206 40	186,975 80	16
.....	133 93	.....	4,987 80	162 72	10,952 60	48,112 33	17
.....	378 55	304 00	12,332 90	1,862 73	31,614 54	133,017 03	18
.....	5,517 93	14,481 52	.....	3,005 86	78,315 56	399,718 52	19
.....	376 76	.....	12,069 97	1,521 69	30,824 19	160,003 75	20
.....	.....	.....	.....	3,672 84	19,390 13	120,911 76	21
.....	660 57	283 77	.....	2,219 41	7,580 37	46,762 28	22
.....	.....	.....	.....	610 89	6,136 10	46,618 08	23
.....	.....	.....	.....	950 12	5,803 71	62,527 36	24
141 10	.....	352 97	1,205 00	4,005 68	12,191 10	70,927 57	25
.....	399 96	.....	5,329 66	2,358 00	32,969 72	251,099 41	26
.....	.....	560 00	1,399 92	2,470 53	22,822 63	87,397 79	27
.....	.....	.....	.....	360 00	559 25	19,647 63	28
.....	.....	.....	.....	.....	.....	(*a*)4,032,664 57	29
1,815 01	.....	.....	36,646 00	2,811 03	55,193 73	163,438 66	30
.....	.....	672 22	.....	2,342 39	23,670 60	99,061 04	31
.....	.....	.....	.....	80 19	1,012 38	7,902 06	32
40 00	1,416 44	10,000 00	.....	2,875 00	29,581 80	86,260 05	33
311 62	.....	.....	1,305 25	4,123 04	46,679 74	404,676 01	34
98 60	.....	130 00	.....	530 19	1,708 88	10,588 07	35
.....	.....	.....	10,567 11	1,543 52	15,916 66	68,584 97	36
.....	.....	.....	1,147 47	1,436 87	8,409 99	68,678 27	37
.....	259 85	.....	.....	10,320 58	73,252 10	634,061 88	38
.....	Cr. 171 13	17 80	.....	1,701 08	4,917 25	29,566 76	39
11 00	.....	.....	.....	525 00	4,793 69	51,905 72	40
.....	.....	.....	.....	584 08	5,979 26	31,480 00	41
.....	2,517 01	.....	.....	5,386 07	33,845 78	299,873 74	42
205 57	205 56	.....	.....	2,729 42	29,456 62	158,424 99	43
.....	12 00	.....	.....	5,429 80	18,933 53	241,664 89	44
.....	1,313 30	.....	.....	900 00	18,216 46	192,837 66	45
.....	130 00	.....	.....	1,342 12	14,629 87	50,387 50	46
.....	63 95	.....	.....	1,914 60	5,113 07	38,464 85	47
.....	.....	.....	.....	1,442 27	11,396 15	148,266 70	48
.....	.....	.....	.....	487 88	4,269 02	28,043 06	49
.....	.....	.....	1 00	597 75	2,263 15	30,881 08	50
.....	.....	.....	.....	.....	2,387 55	65,249 97	51
.....	.....	.....	.....	3,131 76	10,862 96	132,807 88	52
.....	7,584 02	.....	4,279 52	30,402 63	295,944 09	3,249,272 79	53
98 73	6 43	600 00	.....	5,455 44	13,574 30	76,708 13	54
.....	468 85	.....	.....	3,936 35	70,366 05	411,424 20	55
.....	.....	.....	.....	7,160 00	15,613 58	92,315 49	56
.....	.....	.....	.....	.....	74,812 63	1,449,220 55	57
.....	.....	.....	.....	.....	12,428 07	69,722 00	58
.....	.....	250 00	.....	108 45	7,824 53	19,223 26	59
18,505 62	33,631 04	31,776 00	115,404 19	171,723 46	2,031,646 14	19,107,817 60	

TABLE 6.—SUMMARY—Description of Equipment for the Year ending June 30, 1914.

No.	Name of Railway.	Passenger Cars.				Other Cars.							
		Closed Passenger.	Open Passenger.	Combination.	Total.	Freight.	Mail, Express and Baggage.	Combination.	Work.	Snow Plough	Sweepers.	Miscellaneous.	Total Cars of all classes.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo	8	5		13				1		1		15
2	Berlin and Northern	3			3								3
3	Berlin, Waterloo, Wellesley and Lake Huron	9	4	2	15	3		2	2		2	3	27
4	Brandon Municipal	10	10		20						1	1	22
5	Brandon and Hamilton	6			6								6
6	British Columbia	69	3	320	392	413	14		119	5	6	22	971
7	Calgary Municipal	82	1		83	1			4		1	6	95
8	Canadian Resources Development	1			1	12			2	1			16
9	Cape Breton	22			22	2	1		1	3	1		30
10	Chatham, Wallaceburg and Lake Erie	6	2		8	20			1				29
11	Cornwall	7	3		10	2					1		13
12	Edmonton Interurban								2				2
13	Edmonton Radial			77	77				3		2	4	86
14	Grand Valley	12	12		24	1			1	1	1		28
15	Guelph Radial	10	5		15				1	1	1	1	19
16	Halifax	34	26		60				3		5	1	69
17	Hamilton and Dundas	1	2		3								3
18	Hamilton, Grimsby and Beamsville	8	2		10	4							14
19	Hamilton	82	19		101						3	1	105
20	Hamilton Radial	8			8	11				1			20
21	Hull	31	13		44		1		2	2	3	3	55
22	International Transit	11			11						1	1	13
23	Kingston, Portsmouth and Cataraqui	8	12		20	1			2		2		25
24	Lethbridge Municipal	10			10								10
25	Levis County	15	9		24		1		2	2	3		32
26	London Street	45	13		58				1		2	3	64
27	London and Lake Erie Railway and Transportation Co.	16			16	8	2		2	1			29
28	Moncton Tramways	4			4				1	1			6
29	Montreal Tramways (*a*)	526	288	85	899	67			21	11	32	4	1,034
30	Montreal and Southern Counties	24			24		2	4	1	2	2		35
31	Moose Jaw	18			18				1		1		20
32	Nelson	2			2						1		3
33	Niagara Falls, Park and River	9	18		27			2		1		2	32
34	Niagara, St. Catharines and Toronto	33	16		49	30				3	1	26	109

35	Niagara, Welland and Lake Erie	3			3					1			4
36	Nipissing Central	6			6	1						1	8
37	Oshawa	3	3	2	8		2		3		1	5	19
38	Ottawa	61	52	64	177				4	4	13	1	199
39	Peterborough Radial	9	8		17					1	2		20
40	Port Arthur	24	1		25		1		1				27
41	Pictou County†	5			5	1			1	2			9
42	Quebec Railway, Light and Power Co. (Citadel)	60	50	1	111				1	4	10	6	132
43	" " " " (Montmorency)	15			15							2	17
44	Regina Municipal	34			34	30			1		2		67
45	Sandwich, Windsor and Amherstburg	35	17		52	5			8	3			68
46	Sarnia	10	2		12		1						13
47	Sherbrooke	10	9		19					1	1		21
48	St. John, N.B	25	26		51				1	3	4		59
49	St. Stephen	4	4		8				1	1			10
50	St. Thomas	10	6		16				1				17
51	Suburban Rapid Transit Co. (Winnipeg)												
52	Saskatoon Municipal	18			18				4		1	3	26
53	Toronto	278	180	551	1,009				11		17	12	1,049
54	Toronto Suburban	12	3		15				2			1	18
55	Toronto and York	50	4	2	56	10	10		12	4		1	93
56	Windsor, Essex and Lake Shore	11			11	19				1		3	34
57	Winnipeg	295	25		320				7	1	7	1	336
58	Winnipeg, Selkirk and Lake Winnipeg	12			12	8			5			1	26
59	Yarmouth	1	3		4								4
	Total	2,121	856	1,104	4,081	649	35	8	236	61	131	115	5,316

a 1911 figures. † 1912 figures.

TABLE 7.—SUMMARY—Accidents for the Year ending June 30, 1914.

	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo							1		1	1		1
2	Berlin and Northern		1	1								1	1
3	Berlin, Waterloo, Wellesley and Lake Huron		1	1		6	6		2	2		9	9
4	Brandon Municipal		2	2		1	1					3	3
5	Brantford and Hamilton		3	3		1	1		2	2		6	6
6	British Columbia	3	56	59	6	24	30	9	54	63	18	134	152
7	Calgary Municipal		5	5		4	4	2		2	2	9	11
8	Canadian Resources Development							1		1	1	1	1
9	Cape Breton		28	28		2	2					30	30
10	Chatham, Wallaceburg and Lake Erie					1	1					1	1
11	Cornwall												
12	Edmonton Interurban												
13	Edmonton Radial				1	16	17	2	8	10	3	24	27
14	Grand Valley												
15	Guelph Radial												
16	Halifax		60	60		8	8	2		2	2	68	70
17	Hamilton and Dundas		9	9		1	1					10	10
18	Hamilton, Grimsby and Beamsville		13	13		3	3		4	4		20	20
19	Hamilton		329	329		3	3	1	32	33	1	364	365
20	Hamilton Radial		16	16		2	2	1	5	6	1	23	24
21	Hull												
22	International Transit								1	1		1	1
23	Kingston, Portsmouth and Cataraqui								1	1		1	1
24	Lethbridge Municipal												
25	Levis County		7	7		1	1					8	8
26	London Street		56	56		10	10	3	33	36	3	99	102
27	London and Lake Erie Railway and Transportation Co.				1		1	1		1	2		2
28	Moncton Tramways	1		1		1	1				1	1	2
29	Montreal Tramways												
30	Montreal and Southern Counties				1		1	1		1	2		2
31	Moose Jaw												
32	Nelson												
33	Niagara Falls, Park and River		29	29		8	8		1	1		38	38
34	Niagara, St. Catharines and Toronto												

35	Niagara, Welland and Lake Erie												
36	Nipissing Central												
37	Oshawa								3	3		3	3
38	Ottawa		28	28	1	11	12	1	47	48	2	86	88
39	Peterborough Radial								3	3		3	3
40	Port Arthur		1	1					2	2		3	3
41	Pictou County												
42	Quebec Railway, Light and Power Co. (Citadel)		16	16		2	2		15	15		33	33
43	" " " " (Montmorency)		1	1					3	3		4	4
44	Regina Municipal		2	2					2	2		4	4
45	Sandwich, Windsor and Amherstburg		24	24					6	6		30	30
46	Sarnia												
47	Sherbrooke								4	4		4	4
48	St. John, N.B.												
49	St. Stephen								1	1		1	1
50	St. Thomas												
51	Suburban Rapid Transit Co. (Winnipeg)												
52	Saskatoon Municipal		12	12		8	8					20	20
53	Toronto	4	1,014	1,018	2	340	342	12	322	334	18	1,676	1,694
54	Toronto Suburban		1	1		2	2					3	3
55	Toronto and York		8	8		1	1	2	8	10	2	17	19
56	Windsor, Essex and Lake Shore		13	13		1	1	1	1	2	1	15	16
57	Winnipeg		15	15	1	11	12	1	21	22	2	47	49
58	Winnipeg, Selkirk and Lake Winnipeg	1	7	8		1	1				1	8	9
59	Yarmouth												
	Total	9	1,757	1,766	13	469	482	42	581	623	64	2,807	2,871

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization. (b)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight Carried.
			$	$	$	$	$	$		Tons.
Canada	1914	30,795	1,808,820,761	72,564,203	165,753,730	4,765,606	243,083,539	178,975,259	46,702,280	191,393,989
United States	1913	242,177	15,294,625,000	691,802,000	2,184,533,000	242,594,000	3,118,929,000	2,164,851,000	1,018,286,000	2,009,462,000
New Zealand	1913	2,840	153,946,641	8,167,389	11,171,391	.....	19,338,780	13,176,316	13,123,879	6,246,128
United Kingdom	1912	23,441	6,501,272,332*	215,407,648	311,917,724	98,729,768	626,055,140	395,562,559	1,294,337,046	520,279,128
New South Wales	1913	3,930	280,572,110	12,513,941	18,032,207	2,297,786	32,843,934	22,604,313	79,490,012	11,666,250
Japan (a)	1912	4,950	436,114,999	23,433,157	22,787,091	3,869,661	50,089,909	22,884,128	3,382,586,411	29,337,054
German Empire	1912	37,665	4,392,651,229	224,719,558	519,227,398	83,473,000	827,419,956	558,230,395	1,743,111,677	612,385,727
France	1911	25,194	3,720,480,021	162,383,599	198,292,706	5,980 128	366,656,433	229,361,949	511,096,490	184,635,276
Russian Empire	1909	41,500	3,478,263,650	79,430,390	465,053,240	.....	*465,082,015	340,314,051	175,054,000	247,664,952
Austria	1911	14,104	1,702,243,423	51,724,400	147,499,800	13,215,300	212,439,500	158,522,700	276,642,501	146,127,228
Hungary	1911	13,012	901,789,366	27,522,943	74,588,087	4,787,958	106,898,988	67,321,702	153,800,002	78,760,000
Italy (a)	1911	8,270	1,131,300,000	37,444,981	60,539,138	11,391,535	109,375,654	92,296,415	86,454,345	35,548,954
Sweden	1909	8,434	278,769,309	11,492,791	20,500,900	1,379,711	33,373,402	26,596,299	53,785,850	31,098,790
Norway	1912	1,913	82,791,431	3,277,000	3,960,930	125,709	7,363,639	5,558,863	15,949,974	6,489,935
Denmark (a)	1913	1,210	75,258,132	6,444,773	7,398,681	881,967	14,725,421	11,557,606	22,803,161	5,029,150
Belgium (a)	1911	2,684	512,414,202	18,956,440	36,288,811	5,332,189	60,577,440	40,654,493	180,840,189	61,408,969
Holland	1911	1,980	136,612,000	12,998,268	13,404,288	.....	26,402,556	.....	46,426,000	.....
Switzerland	1911	2,944	351,628,701	19,647,037	24,216,854	1,897,393	45,761,284	29,120,897	117,325,594	18,202,898
South Australia	1913	1,534	68,999,597	3,567,918	7,016,806	230,759	10,815,484	6,782,806	19,382,330	3,016,039
Western Australia	1913	2,854	72,574,737	3,144,820	6,321,675	450,716	9,917,211	7,331,869	17,920,096	3,282,361
Victoria	1913	3,639	231,657,796	13,451,734	11,457,347	441,422	25,350,503	16,932,781	111,513,908	5,150,404

(a) State roads only. (b) From latest report, not always year named. * Less deduction of tax on passenger, baggage and freight traffic.

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